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NAVAL AND MILITARY
MEMOIRS
OF
GREAT BRITAIN,

FROM THE YEAR 1727, TO THE PRESENT TIME.

By R. BEATSON, Esq.

AUTHOR OF THE POLITICAL INDEX TO THE HISTORIES OF
GREAT BRITAIN AND IRELAND.

VOL. I.

LONDON:
PRINTED FOR J. STRACHAN, N° 67. STRAND;
AND P. HILL, EDINBURGH.
1790.

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PREFACE.

THE following Work is intituled, NAVAL AND MILITARY MEMOIRS OF GREAT BRITAIN. The Author does not aſſume the name of *Hiſtory*; both becauſe he was diffident of his own abilities, to give his Work the high poliſh and finiſhing which a well written Hiſtory requires; and becauſe his plan was to be more particular and minute, reſpecting individual ſervices, than general hiſtory will admit of. Upon a ſubject which he conſiders as of the higheſt importance to his country, he has been long aſſiduouſly employed in collecting materials; and he hopes now to be able to lay before the Public, that ample and particular information of Naval Tranſactions, which ſeemed to be ſo much wanted by the inhabitants of this iſland.

The Military Tranſactions recorded in theſe Volumes, are ſuch only as have a relation to maritime affairs, or are connected with naval ſervices, which form the primary and principal object of the preſent Work. In this view, he is of opinion, that many advantages may reſult from an accurate examination of ſuch combined expeditions; and he has therefore been minute in the detail of them.

The Narration of Naval and Military Services commences with the year 1727, where the celebrated Doctor Campbell, in his Lives of the Admirals, leaves off; and it is meant to be continued to the year 1789. The volumes at preſent publiſhed, proceed as far as 1763. The ſequel is in great forwardneſs; and if the Public ſhall approve of what is now laid before them, the reſt, conſiſting of more recent and newer materials, will ſoon after follow.

With reſpect to Naval Tranſactions, his intention is to be full and complete; giving a particular account not only of the operations of fleets and ſquadrons, but noticing every action fought by ſingle ſhips, and every inſtance of meritorious naval ſervice. Such minuteneſs he deems eſſential to his plan: and he thinks it may prove highly beneficial to his country. It is not the magnitude of the object that makes courage or zeal conſpicuous, or merit more apparent; the private Captain, in fighting even a ſloop of war, may manifeſt that profeſſional ſkill and ability, which ſhall hereafter point him out to his country as qualified to be entruſted with her higheſt and moſt important commands.

Upon this occaſion, he begs leave to return his ſincere thanks to thoſe Gentlemen who received his enquiries reſpecting particular ſervices with ſo much civility, and anſwered them with ſo much politeneſs, and in a manner, in general, ſo ſatisfactory to him. He flatters himſelf, that none who conſidered his motives for making the requeſt, could poſſibly be offended with the liberty he had taken.

That the narration might not be too much incumbered, he has, in the text, omitted the deſcription of places, moſt of the public letters, capitulations, naval and military returns, lines of battle, &c. &c. But, as he holds ſuch particulars to be eſſential for the complete information of the reader, he has carefully collected them, and placed them chronologically, in a copious Appendix, ſubjoined to each volume, to be referred to at pleaſure.

Such is the plan of the Work. With regard to the ſtyle, the Author meant to be plain, and wiſhed to be perſpicuous. In the collection of materials he has been aſſiduous, and, he hopes, ſucceſsful. To Britain, no ſubject can be of equal importance with her Navy. Its hiſtory, from the æra at which theſe Memoirs commence, has hitherto been defective; principally from the want of information in thoſe authors who have attempted its continuation. To ſupply that information, is the great object of the preſent Work; and by ſo doing, to rouſe the attention of Britain to her Navy, which muſt for ever be the Bulwark of her ſtrength, and the Tower of her glory.

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NAVAL AND MILITARY

MEMOIRS

OF

GREAT BRITAIN,

FROM THE YEAR 1727 TO 1789.

1727.

HIS Majeſty King GEORGE I. being on his journey from England to Hanover, was taken ill on the road, on the 10th of June. He reached Oſnaburgh on the evening of this day, about ten o'clock. Here he was let blood. This did not afford his Majeſty any relief; and he expired about one in the morning of the 11th, at the palace of his brother the Biſhop, aged ſixty-ſeven. He was ſucceeded in his regal and electoral dominions by his only ſon King George II., then in the forty-fourth year of his age.—— For the better underſtanding of the events narrated in theſe Memoirs, it will be neceſſary to lay before the reader, the ſituation of public affairs in which his Majeſty found his kingdom, at his acceſſion to the throne.—By the treaty of Vienna, the Emperor and the King of Spain were become firm allies: And, from ſome articles in this treaty, his late Majeſty had great reaſon to apprehend, that deſigns were not only formed againſt his German territories, but that the invaſion of Great

Britain was alſo intended, with a view of reſtoring the family of Stuart to the throne, and that Ruſſia meant to join them in favour of this enterprize. The Emperor, moreover, had ſo entirely forgotten how much he was obliged to Great Britain, who had ſo recently ſerved him, by wreſting the iſland of Sicily from the Spaniſh monarchy, and reſtoring it to him, that he ſet up an Eaſt India Company at Oſtend, in order to hurt her commerce; and it was agreed by this treaty, that the ſubjects of the Houſe of Auſtria ſhould enjoy greater privileges in their trade with Spain, than what were allowed to other nations. Theſe two laſt-mentioned articles were very offenſive to the great commercial nations of Europe, *viz.* Great Britain, France, and the States General; and were the means of bringing about a treaty between theſe three powers, which was ſigned at Hanover, and to which the Kings of Pruſſia, Denmark, and Sweden, ſoon after acceded. Every ſtate prepared for war; yet all profeſſed their intentions were, to maintain the peace of Europe. After the formidable alliance concluded at Hanover, the Emperor appeared to be overawed, and remained quiet. It appears, that one of the principal deſigns of the Britiſh Miniſtry, in forming this treaty, was, to humble and leſſen the power of the Houſe of Auſtria, in whoſe cauſe ſo much of Britiſh treaſure had been frequently laviſhed. In 1726, a great number of ſhips had been put in commiſſion; and a fleet was diſpatched to the Baltic under Sir John Jennings, who, at Copenhagen, was joined by a ſquadron of Daniſh ſhips of war: this effectually ſecured the peace of the North, and prevented the Ruſſians from attacking Sweden. It was thought, however, that the Courts of Vienna and Madrid could not put their ambitious deſigns in execution, without the aid of the immenſe treaſure expected by the latter from their American dominions: To prevent the arrival of which, Rear-Admiral Hoſier was ſent with a powerful ſquadron to the Weſt Indies, with orders to block up the galleons in the harbour of Carthagena; or, if they came out, to endeavour to ſecure them, without embezzlement, until juſtice and ſatisfaction ſhould be given to his Majeſty and his allies[1]. Admiral Hoſier choſe his ſtation off the Baſtimentos, but died ſoon after his Majeſty's acceſſion to the throne, by many ſuppoſed of a broken heart, ariſing from the inſtructions he had received, which tied him up from acting with vigour againſt a power who had ſo wantonly and repeatedly inſulted his country with impunity. The Spaniards, for the inſult offered to them in blocking up the galleons, laid ſiege to Gibraltar; to the ſuccour of which fortreſs Sir Charles Wager was ſent as ſoon as he returned from the Baltic, with a ſtrong ſquadron, and three regiments of infantry. As ſoon as the ſeaſon would permit, Sir John Norris was likewiſe ſent to the Baltic with a ſtrong ſquadron, and with the ſame pacific intentions as that ſent thither laſt year. In the mean time a negociation was carried on at Paris, through the mediation of France, for adjuſting the diſputes and claims of all parties, notwithſtanding which, the Spaniards ſtill continued their ill-directed operations againſt Gibraltar: their army was commanded by the Marquis de las Torres, who made but a ſlow progreſs in this ſiege, which is only remarkable for a vain attempt to blow up the rock, by means of a mine placed under Willis's and the Queen's batteries, and for the circumſtance of the Duke of Wharton ſerving as a volunteer in the Spaniſh army.

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[1] Political Regiſter for the year 1729, page 150.

When his Majeſty aſcended the throne, the Britiſh Miniſtry conſiſted of the following great perſonages, viz. Sir Robert Walpole, K. G. Firſt Lord of the Treaſury, and Chancellor and Under-Treaſurer of the Exchequer; the Duke of Newcaſtle, and Lord Viſcount Townſhend, Secretaries of State; the Duke of Devonſhire, Preſident of the Council; Lord Trevor, Lord Privy Seal, and the Earl of Berkeley, Firſt Lord Commiſſioner of the Admiralty; the other commiſſioners at that board being, Sir John Jennings, knight, John Cockburn, Eſq; William Chetwynd, Eſq; Sir John Norris, Sir Charles Wager, knights, and Sir George Oxenden, baronet: Lord Carteret, the Lord Lieutenant of Ireland was occaſionally conſulted.

Such was the ſituation of affairs when George II. mounted the throne. Great changes were expected, but he choſe to continue in office the confidential ſervants of his father. It was ſoon perceived that Sir Robert Walpole had obtained the Royal confidence, poſſeſſing, to the full, as much power as he had done in the late reign. Toward the cloſe of this year, a new Board of Admiralty was conſtituted, and was as follows: George Lord Viſcount Torrington, firſt commiſſioner; the other commiſſioners being John Cockburn, Eſq; Sir John Norris, Sir Charles Wager, knights, Sir Thomas Lyttelton, baronet, George Lord Viſcount Malpas, and Samuel Molyneux, Eſq.

A ceſſation of arms having been agreed on between the Governor of Gibraltar and the Marquis de las Torres, the general of the beſieging army, in conſequence of the preliminary articles for a general peace being ſigned at Paris; and as intelligence of this had been received by Admiral Sir Charles Wager, he availed himſelf of this circumſtance, to take a trip to Tangier, with the fleet under his command, rightly judging, that its formidable appearance would be the ſureſt means of bringing the Moors, who were growing troubleſome, to proper terms, and of preventing them from breaking the truce ſubſiſting between Great Britain and themſelves. On the 7th of Auguſt, he anchored with his ſquadron in the road of Tangier. The Emperor of Morocco, not accuſtomed to ſo powerful a viſitor, moſt readily complied with all the demands made by the Admiral, and entertained him and his principal officers with great magnificence. Having finiſhed this buſineſs, he returned to Gibraltar on the 31ſt, where he learned that the Spaniards were violating the terms agreed on, and, ſo far from deſiſting from all military operations, were actually buſied in the tranſport of all ſorts of materials for repairing their ruined batteries and approaches, and had reſolved to continue the ſiege until a courier returned from London. Sir Charles Wager ſent Lord Forbes with a letter to the Spaniſh general, complaining of his proceedings: to this his Excellency made anſwer, that he would get the Admiral's letter tranſlated, and would then return an anſwer to it. The Admiral receiving intelligence that great preparations were making at Cadiz in favour of the Pretender, he ſailed on the 18th with his ſquadron for that place; and when off the harbour, he ſent in his Majeſty's ſhip the Prince Frederick, whoſe captain was charged with a letter to the Governor of the place: on this head the Admiral was ſoon made eaſy, as the captain on his return reported, that ſo far from there being any warlike preparations making there for the invaſion of Great Britain, the Spaniſh fleet was laid up. The Admiral, the better to protect our own trade, and annoy that of the enemy, continued to cruize off the coaſt of Spain, keeping a ſharp look-out after the Barbary ſtates; and he once more diſpatched the Prince Frederick to Cadiz, to obſerve what the Spaniards were doing there. She returned with the pleaſing information, that the Governor had received orders from his Court to unrig all the Spaniſh ſhips of war, except ſix, which were ordered to different ports in the Weſt Indies. On the 9th of October the Admiral was joined by four ſhips from England, under the command of Rear-Admiral Sir George Walton, who informed him that ſome Spaniſh ſhips from the Weſt Indies were ſoon expected: he therefore ſtationed Sir George Walton with ſeven ſhips to cruize off Cape St Vincent, in hopes of intercepting them, and with the reſt of the ſquadron returned to Gibraltar the beginning of November: whilſt here, he ordered proper convoys for the ſhips to and from Turky, and was joined by Sir George Walton, and the ſhips under his command, from their unſucceſsful cruize off Cape St Vincent. The Miniſtry being informed that the Spaniſh galleons were on their voyage to Old Spain from the Weſt Indies, the Duke of Newcaſtle ſent intelligence of this to Sir Charles Wager, with orders to keep a good look-out for them: he received his Grace's letter on the 11th of December, and immediately ſent ten ſhips to cruize off Cape St Vincent, eight off Cape Spartel, and ſeven off Cape Finiſterre, notwithſtanding which, the Spaniards had the good fortune to arrive ſafe; and the Court of Madrid ſoon after acceding to the preliminary articles for a general peace, the beginning of the following year Sir Charles Wager returned with the greateſt part of his fleet to England.

1728.

His Majeſty having been pleaſed to diſſolve the Parliament, and to call a new one, it met the 23d of January, when the

King directed the Commons to chooſe a Speaker. Their choice falling on Arthur Onſlow, Eſq; they preſented him to the King on the 27th, and being approved of, his Majeſty made a ſpeech to both Houſes of Parliament, wherein he told them, that he wiſhed the firſt period of his reign might have been diſtinguiſhed in putting an end to the troubles of Europe, by a reduction of his forces, and the diminution of the taxes. He was ſenſible of the uneaſy ſituation their affairs had been in for ſome time, and concerned to ſee the many inconveniences of war attending them, without any opportunity of redreſſing the injuries they ſuſtained; but they were ſenſible preliminary articles of peace had been ſigned ſome time ago, although the ratification of them had been retarded by the refuſal of Spain to execute ſome of the moſt material points: he had, however, received from the Moſt Chriſtian King, and the States General, the greateſt proofs of their ſincerity, and the ſtrongeſt aſſurances that they would make good all their engagements in ſupport of their mutual intereſts; and he had good reaſon to hope the difficulties which had retarded the execution of the preliminaries, would ſoon be removed. In the mean time, it was neceſſary to continue, as their allies had reſolved to do, thoſe preparations which had hitherto been their ſecurity, that they might be in a condition to vindicate their honour, and aſſert their rights: he wiſhed they would conſider of ſome means for the increaſe and encouragement of ſeamen, that they might be invited, rather than forced into the ſervice; and that they would make ſome addition to the fund for the maintenance of Greenwich hoſpital. His Majeſty concluded, by ſaying, that he had great hopes that a general pacification would be ſoon obtained, by a ſpeedy execution of the preliminaries. Both Houſes returned loyal and affectionate addreſſes to his Majeſty; and during this ſeſſion of Parliament, there were voted for the ſervice of the current year 780,000 l. for fifteen thouſand ſeamen; 205,661 l. 14 s. 9 d. for the ordinary of the navy; ſubſidies to the King of Sweden, and Duke of Brunſwick Wolfenbuttel, and twelve thouſand Heſſians retained in Britiſh pay; ſo that the ſum total granted by Parliament for the ſervice of the year 1728, amounted to 3,799,554 l. 16 s.

Towards the end of the preceding year, it had been diſcovered that the political ſyſtem of Europe was likely to undergo a change, and that the Court of Madrid began to reconcile itſelf to the Court of Verſailles. The letters received by the Engliſh merchants from the Weſt Indies, were full of complaints of the depredations of the Spaniards on our trade; and even our allies the French had taken twelve Britiſh ſhips near the iſland of St Lucia, on the pretext of their carrying on a contraband trade with their ſubjects at Martinico. Even after the Spaniards had agreed to the preliminaries of peace, they ſtill perſiſted in ſearching the Britiſh ſhips in the Weſt Indies; took ſeveral, and had them confiſcated. This conduct induced the Britiſh Miniſter to order ſome ſhips to be put in commiſſion in January, (See Note 1.); and his Majeſty ordered the following promotion to take place, viz. Edward Hopſon, Eſq; to be Vice-Admiral of the White; Sir George Walton, Knight, to be Vice-Admiral of the Blue; Salmon Morrice, Eſq; to be Rear-Admiral of the Red; Robert Hughes, Eſq; to be Rear-Admiral of the White, and Philip Cavendiſh, Eſq; to be Rear-Admiral of the Blue. By the death of Admiral Hoſier, the command of the fleet in the Weſt Indies, devolved on Captain Edward St Loe; but Vice-Admiral Hopſon was immediately diſpatched to take on him the command of the ſquadron there; an honour he did not long enjoy, he dying of a fever, off the Grand Baru on the coaſt of New Spain, on the 8th of May, and before he had received an account of the Court of Madrid having acceded to the preliminaries of a general peace. The command once more devolved on Captain St Loe, who, ſoon after, receiving an authentic account of Spain's acceſſion to the preliminary articles, immediately gave orders for the ſquadron to proceed to Jamaica, and from thence to England, no doubt glad to quit a coaſt where the nation had experienced nothing but diſgrace, loſs, and diſappointment. Thus ended this ill-adviſed expedition, which, from the time Admiral Hoſier had arrived in theſe ſeas, had coſt the nation, independent of an immenſe treaſure, two Admirals, ten Captains, fifty Lieutenants, and about four thouſand inferior officers and ſeamen; and this by the unhealthineſs of the climate alone; for the fleet remained inactive and rotting at anchor, while the ſailors periſhed, and the nation continued inſulted and unrevenged. When the accounts arrived of Vice-Admiral Hopſon's death, his Majeſty ordered the following promotion to take place, viz. Sir George Walton, knight, to be Vice-Admiral of the White; Salmon Morrice, Eſq; to be Vice-Admiral of the Blue; Robert Hughes, Eſq; to be Rear-Admiral of the Red; Philip Cavendiſh, Eſq; to be Rear-Admiral of the White; and John Balchen, Eſq; to be Rear-Admiral of the Blue: And that the nation might not be unprepared, in caſe a war ſhould break out, fifteen ſail of the line were put in commiſſion; (See Note 2.) The Congreſs for eſtabliſhing a general peace met at Soiſſons, and continued their deliberations a conſiderable time, but came to no determination. Spain ſecretly became the friend of France; and being now allied to Portugal by a double marriage, ſhe had the leſs to fear, and conſequently grew indifferent as to peace with Great Britain. The Britiſh fleet being recalled from the Weſt Indies, the Spaniards continued to moleſt our commerce in that quarter of the world, on the moſt frivolous and vexatious pretences, every ſhip bringing new advices of their depredations and cruelties, while, by leſſening too much our naval force in the Mediterranean, the piratical States of Barbary became inſolent and troubleſome, annoying the Britiſh trade both there and in the Weſtern ocean.

1729.

The Parliament met this year on the 9th of January, and the King, in his ſpeech to both Houſes, intimated, that the executing of the preliminary articles, and the opening of the Congreſs at Soiſſons, might make them entertain hopes of the ſpeedy ſettling of a general peace; but the adjuſting of ſo many pretenſions, and the reconciling ſo many different powers to them, was attended with a great deal of difficulty, required much diſcuſſion, and conſequently a great deal of time. He ſaid a ſcheme had been deviſed by the principal powers, parties to the treaties of Hanover and Vienna, of a proviſional treaty, and which he and his allies had approved; but as yet no anſwer concerning it had been received from the Courts of

Vienna and Madrid; ſo that the fate of Europe remained in a great meaſure in ſuſpenſe. If at laſt a peace could not be obtained, he depended on the zeal and affection of Parliament, to ſupport him in carrying on a juſt and neceſſary war. He told the Commons, that he wiſhed he could have ſeen the public expences leſſened; but he was obliged to aſk ſuch ſupplies as ſhould be neceſſary to defray the charge of the enſuing year, and enable him, in all events, to act with vigour, in concert with his allies, who had reſolved to make the ſame preparations, and to keep on foot their extraordinary forces. Both Houſes returned anſwers moſt ſatisfactory to his Majeſty. In the courſe of the Seſſion, the Parliament voted 15,000 ſeamen for the current year; 286,025 l. for the ordinary of the navy. The Heſſians were ſtill retained in Britiſh pay, and the ſame foreign ſubſidies continued; ſo that the money voted in the courſe of this Seſſion amounted to 3,345,190 l. 17 s. 6½ d. On the 13th of March, the Houſe of Commons having previouſly examined the accounts received from the Weſt Indies, of the depredations done there by the Spaniards on his Majeſty's ſubjects, and having called for ſeveral papers relative thereto, came to the following reſolution: "That ever ſince the peace "of Utrecht, concluded in 1713, to this time, the Britiſh trade "and navigation to and from the ſeveral colonies in America, "had been greatly interrupted by the continual depredations "of the Spaniards, who had ſeized very valuable effects, and "unjuſtly taken and made prize of great numbers of Britiſh "ſhips, and of the ſubjects of this kingdom, and that in mani"feſt violation of the treaties ſubſiſting between the two "Crowns." In conſequence of the above reſolution, the Houſe unanimouſly determined to addreſs his Majeſty, to entreat that he would be graciouſly pleaſed to uſe his utmoſt endeavours to prevent ſuch depredations, to procure juſt and reaſonable ſatisfaction for the loſſes ſuſtained, and to ſecure to his ſubjects the free exerciſe of commerce and navigation to and from the Britiſh colonies in America.—To this addreſs his Majeſty returned for anſwer, That he was ſenſibly affected at the loſſes ſuſtained by his trading ſubjects; that he had given the ſtricteſt orders for procuring juſt and reaſonable ſatisfaction; and would uſe his beſt endeavours to anſwer the expectations of his people, upon an affair of ſo much importance. For which anſwer the Houſe returned his Majeſty their thanks. —Meanwhile, there was much debate in the Houſe of Lords, concerning a formal demand made by his Catholic Majeſty, of the reſtitution of Gibraltar; which demand was founded on a letter of his late Majeſty King George I. to the King of Spain, in which there is the following paſſage: "I do no longer heſitate to aſſure your Majeſty of my readineſs to ſatisfy you "with regard to your demand concerning the reſtitution of "Gibraltar; promiſing you to make uſe of the firſt favourable "opportunity to regulate this article, with the conſent of my "Parliament." (See Note 3.)—A ſtrong motion was propoſed by the Lords in oppoſition, which was rejected.—On the 19th of March, the Lords ſent a meſſage to the Commons, deſiring an immediate conference with them in the Painted Chamber, relative to Gibraltar and the iſland of Minorca: Which being readily agreed to, the Managers for the Lords communicated to thoſe of the Commons, a reſolution which the Lords had come to, as follows:

"*Die Martis*, 18 *Martii* 1729.

"Reſolved by the Lords Spiritual and Temporal, and "   in Parliament aſſembled, That they do entirely rely "upon his Majeſty, that he will, for the maintaining the ho- "nour, and ſecuring the trade of this kingdom, take effectual "care, in the preſent treaty, to preſerve his undoubted right "to Gibraltar and the iſland of Minorca."

The above reſolution being reported to the Houſe by Lord Viſcount Malpas, one of the Managers on the part of the Commons, the ſame was agreed to; and it was moved, That the reſolution be formed into an addreſs of both Houſes to his Majeſty. To this the Lords aſſented, and the blank was filled up with the word *Commons*. Both Houſes, with their Speakers, preſented the ſame to his Majeſty on the 25th of March, who was pleaſed to return the following moſt gracious anſwer:

"*My Lords and Gentlemen*,

"I thank you for the confidence you repoſe in me. I will "take effectual care, as I have hitherto done, to ſecure my "undoubted right to Gibraltar and the iſland of Minorca."

The death of Rear-Admiral Hughes, which happened in March this year, occaſioned Philip Cavendiſh, Eſq; to be promoted to the rank of Rear-Admiral of the Red; John Balchen, Eſq; to be Rear-Admiral of the White; and Edward St Loe, Eſq; to be Rear-Admiral of the Blue. On the 25th of May, an order was iſſued for putting twenty ſail of the line and five frigates in commiſſion; and, by the 30th of June, they were ready at Spithead, where they were joined by a ſquadron of Dutch ſhips commanded by Vice-Admiral Baron de Sommeldyke: (See Note 4.) Sir Charles Wager had the chief command of the combined fleet; and as the Spaniards ſtill continued refractory, the nation was much elated with the hopes that this formidable force would ſtrike ſuch a blow againſt that Power, as might in ſome meaſure retaliate for the many loſſes the Britiſh merchants had ſuſtained for a ſeries of years. The fleet continued three months at Spithead, when the Dutch ſquadron returned home, and twelve ſail of the line of the Britiſh ſhips were put out of commiſſion and paid off. This grand aſſemblage of naval force, although it proceeded no farther than Spithead, was not without its effect; for, it is the opinion of the beſt informed, that it had conſiderable weight with the Court of Madrid, and induced them to agree to the treaty for a general pacification: And, to ſhew how ſincerely they were diſpoſed for peace, they ſent a new Governor to the Havanna, who had orders not only to impriſon his predeceſſor, but to lay him in irons; at the ſame time expreſſing their wiſhes to live in amity with Great Britain. The *ſincerity* of theſe profeſſions will be preſently ſeen. Rear-Admiral St Loe commanded the fleet in the Weſt Indies; but, dying after a long illneſs, the command devolved on Captain William Smith, who enjoyed it till the arrival of the Hon. Charles Stewart, who, on the advice of Admiral St Loe's death, was promoted to the rank of Rear-Admiral of the Blue, and ſent out to Jamaica, to command the ſquadron on that ſtation. About this time, accounts were received from Charleſtown, South Carolina, that one of the Spaniſh guarda coſtas falling in with his Majeſty's ſhip Durſley galley, then on that ſtation, and taking her for a merchant ſhip, bore down, and poured a broadſide into her: The compliment was immediately returned; when, after having ſeveral men killed, and upwards of twenty wounded, the Spaniards ſtruck their colours: fortunately not one perſon on board the Durſley galley was hurt. As a convincing proof of our moderation, and ſincere deſire for peace, the guarda-coſta was ſoon after reſtored, notwithſtanding that the Spaniards were the aggreſſors.

1730.

The Parliament met this year on the 13th of January. The King, in his ſpeech to both Houſes, announced his having made peace with Spain; and in the courſe of the Seſſion, the Parliament voted 2,752,833l. 5s. 4d. for the ſervice of the current year. That the reader may form a proper idea of the naval ſtrength of Great Britain, an authentic liſt of the Royal Navy, as it was at this time, will be found in the *Appendix*. (See Note 5.)

A very great alteration in the political ſyſtem of Europe took place this year, in conſequence of the famous treaty of Seville, by which Great Britain, France and Spain, became friends and allies: Never was the true intereſt of this country more ſacrificed than on this occaſion; for, the raiſing of another branch of the already too powerful Houſe of Bourbon to an independent ſovereignty[2], muſt ever be conſidered as increaſing the enemies of Great Britain.

Theſe three grand contracting Powers, by this treaty, entered into a defenſive alliance, guaranteeing reciprocally their reſpective kingdoms, ſtates, and dominions, in all parts of the world, with the rights and liberties of commerce, according to former treaties; and in caſe any of the ſaid Powers ſhould be attacked, they were each obliged to furniſh eight thouſand infantry and four thouſand cavalry; or the party attacked might demand ſhips, or money, inſtead of troops: And if ſuch ſuccours ſhould not be ſufficient, they were to aſſiſt each other with all their forces; and the contracting Powers obliged themſelves to make reparation for captures or other damage ſuſtained by their reſpective ſubjects, as well in Europe, as in any part of America.

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[2] Don Carlos, ſon to the Catholic King.

That Commiſſaries ſhould be appointed by their Britiſh and Catholic Majeſties, to determine what ſhips and effects have been taken on either ſide at ſea. The ſaid Commiſſaries ſhall likewiſe decide the pretenſions his Catholic Majeſty may have, by virtue of the treaty of 1721, to the reſtitution of the ſhips taken by Sir George Byng in the year 1718. The ſaid Commiſſaries to finiſh their commiſſion in three years[1].

The introducing of Spaniſh garriſons into Leghorn, Porto Ferraio, Parma, and Placentia in Italy, to the number of ſix thouſand men, to be effected without loſs of time, for ſecuring the immediate ſucceſſion of Don Carlos (eldeſt ſon to the King of Spain, by his ſecond Queen, Elizabeth of Farneſe, ſiſter to the Duke of Parma) to thoſe territories, on the deaths of the Dukes of Tuſcany and Parma.

Their Britannic and Moſt Chriſtian Majeſties engaged, that as ſoon as the regulations concerning the keeping up the ſaid garriſons in Leghorn, &c. were ſettled by an agreement between the King of Spain and the ſaid Dukes, they would ratify and guarantee the ſame.

The contracting parties engaged to maintain Don Carlos in the quiet poſſeſſion of Tuſcany, Parma, and Placentia, after the deaths of the ſaid two Dukes, the preſent poſſeſſors.

We have ſelected the foregoing as ſome of the principal articles of this famous treaty, which ſeemed the more extraordinary to the nation, from our giving ſuch ſtrong proofs of friendſhip to Spain, while every packet which arrived from the Weſt Indies brought freſh advices that the Spainards, ſo far from deſiſting to moleſt the Britiſh ſubjects and their commerce, continued their depredations, adding inſult to inhumanity. Among many inſtances of the truth of theſe aſſertions, we have ſelected the following one, which is too well authenticated to admit of contradiction: A guarda coſta boarded the Rebecca, a brig belonging to Glaſgow, Robert Jenkins maſter, when the Spainards behaved in ſuch a manner as would have diſgraced the moſt uncivilized ſavages. After maltreating the crew, they wantonly cut off one of the maſter's ears; and the captain of the guarda coſta, delivering it into his hands, inſolently told him to carry that preſent home to the king his maſter, who, if he were preſent, he would ſerve in like manner.

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[1] His Majeſty appointed Benjamin Keene, Arthur Stert, and John Goddart, Eſquires, to be his Commiſſaries.

1731.

The Parliament met on the 21ſt of January. The King, in his ſpeech to both houſes, ſpoke of the treaty of Seville in the higheſt terms of applauſe: He ſaid, that, by it, all the dangerous conſequences that were ſo juſtly to be apprehended from the treaty of Vienna were prevented; the union which had alarmed all Europe was diſſolved; and the allies ſtrengthened by the additional power of the Crown of Spain. The addreſſes returned to the King's ſpeech were quite to the Miniſter's wiſh; but he could not prevent a petition from the merchants of Briſtol trading to America, from being preſented to the Houſe of Commons, which did not put the new alliance in the moſt favourable point of view; for it complained of the great interruptions of their trade, and of the depredations of the Spaniards, who, notwithſtanding the reſolutions of that Houſe, and his Majeſty's endeavours to obtain a juſt and reaſonable ſatisfaction for his ſubjects, had lately taken and plundered ſeveral ſhips and veſſels belonging to Briſtol and other ports, and had treated the men who had fallen into their hands in a very barbarous manner: It therefore prayed, that ſome adequate remedy might be applied, to prevent ſuch loſſes and outrages for the future from a power at preſent in alliance with us. Our Court made ſome repreſentations to the Court of Madrid on their proceedings in the Weſt Indies; in conſequence of which, they pretended to put a ſtop to the depredations they had ſo long practiſed, in tranſmitting to our Miniſtry, by means of Mr Keene, the Britiſh Envoy at Madrid, a ſchedule from his Catholic Majeſty, in order that the ſame might be ſent to Rear-Admiral Stewart at Jamaica, who was to communicate it to the Spaniſh Governors in America. But this ſchedule was ſo vaguely worded, that the Britiſh merchants could derive no benefit from it; as all who carried on an illicit traffic with the ſubjects of the King of Spain, were excluded from its protection, while it was left to the Spaniſh

Governor to determine with reſpect to this traffic, as the articles they deemed illicit were not named: nor did the Court of Spain appear to be ſincere on this head; for their guarda coſtas became every day more troubleſome. The treaty of Seville was laid before both Houſes of Parliament, and approved of; and, on a motion in the Houſe of Lords, it was reſolved, that the treaty of peace concluded at Seville, doth contain all neceſſary ſtipulations for maintaining and ſecuring the honour, dignity, rights and poſſeſſions of the Crown; and that all due care is taken therein for the ſupport of the trade of the kingdom, and repairing the loſſes ſuffered by the merchants. In the courſe of the ſeſſion, the Parliament voted 2,784,705 l. 3 s. for the ſervice of the current year.

In the month of April, his Majeſty's ſhip the Adventure, commanded by Lord Muſkerry, arrived from Jamaica with 220,000 pieces of eight, ſaved out of a Spaniſh ſhip of war which had been wrecked the preceding Autumn on the ſhoals of Ponto Pedro, near that iſland.

The treaty of Seville was too greatly in favour of the Houſe of Bourbon, for them to delay a moment the fufilling of one of the moſt important articles of it; and as the death of the Duke of Parma, which happened in January this year, now afforded them an opportunity of making Don Carlos a Sovereign Prince, all poſſible diſpatch was uſed for putting their ambitious deſigns in execution. On the part of Great Britain, a large fleet was got ready, [See note 6.] the command of which was given to Sir Charles Wager, who on this occaſion was promoted to the rank of Admiral of the Blue. He hoiſted his flag on board of the Grafton, and ſailed for Cadiz the 14th of June: He arrived in that port on the 6th of Auguſt, where leaving his ſhip, he proceeded to Seville, at which place their Catholic Majeſties then were, and reached that city on the 6th. The Admiral had an audience of the King, by whom he was moſt graciouſly received. He acquainted his Majeſty with the occaſion of his coming, and that he was ready, in conjunction with Mr Keene his Britannic Majeſty's Envoy, to concert with his Majeſty's Miniſters the meaſures proper to be purſued, and to determine whatever might remain to be adjuſted with regard to the conveying of the Spaniſh troops to

Italy. During the time that the Admiral, Mr Keene, and his Catholic Majeſty's Miniſters, were engaged in this buſineſs, Rear-Admiral Balchen conducted the ſquadron deſtined for this ſervice to Cadiz, where Sir Charles Wager ſoon after joined them; and, hoiſting his flag on board of the Namur, proceeded to Gibraltar, where having taken ſome troops on board, he ſailed for Barcelona, at which place he arrived the 12th of September. Here they formed a junction with a Spaniſh ſquadron going on the before mentioned expedition: it was commanded by the Marquis de Mari, and conſiſted of nineteen ſhips and two ſnows, with a number of tranſports, having on board ſix thouſand troops deſtined for Italy, under the command of the Count de Charni. Sir Charles Wager took on him the command of the combined fleet, put to ſea the 6th of October, and arrived off Leghorn the 15th; where Sir Charles Wager, accompanied by Mr Coleman the Britiſh Conſul at that port, and the Count de Charni, held ſome conferences with the Duke of Tuſcany's Miniſter, touching the reception of the Spaniſh forces; when, all the difficulties which were ſtarted being removed, an agreement was drawn out and ſigned by Sir Charles Wager and Mr Coleman, on the part of his Britannic Majeſty, by F. Aſcanio Count de Charni and the Marquis de Mari on the part of his Catholic Majeſty, and by the Marquis de Rinucini on the part of the Grand Duke. In conſequence of this agreement, the Spaniſh Rear-Admiral Don Roderigo de Torres, with twelve ſhips of war of his nation, accompanied by ſome tranſports having troops on board, came to an anchor in the road of Leghorn, when a debarkation of the troops immediately took place. The intent of this expedition being now completed, and there being no farther occaſion for the aſſiſtance of the Britiſh fleet, Sir Charles Wager took leave of the Spaniſh Admiral on the 26th of October, and ſailed for England, where he arrived the 10th of December. The officers of the ſquadron found this a very expenſive piece of ſervice, as they paid the moſt extravagant prices for all kinds of neceſſaries, as well in the Spaniſh as Italian ports. It was intended that Don Carlos ſhould have accompanied the troops to Italy; but the Spaniſh Miniſtry, for reaſons beſt known to themſelves, altered this plan, and the Prince made the greateſt part of his journey to his newly acquired dominions by land; and, paſſing through France, he embarked on board the gallies of Spain at Antibes, on the 23d of December, and arrived at Leghorn on the 27th. This event being announced to Count Stampa, the Imperial General, he delivered up the adminiſtration of the dutchies of Parma and Placentia to the Dutcheſs Dowager Dorothea of Parma, as joint guardian with the great Duke of Tuſcany, to the infant Don Carlos; after which the Imperial troops quitted their guards and poſts, and marched for the Milaneze.

We ſhall cloſe our narrative of the operations of this year, by informing the reader, that in the month of November, in conſequence of the accounts received from the Weſt Indies that the Spaniards ſtill perſiſted to ſearch the Britiſh ſhips, under the pretext of their having contraband goods on board, by which our trade ſuffered very much, four ſhips of twenty guns, and two ſloops of war, were put in commiſſion and ſent to the Weſt Indies, in order to afford protection to our commerce in that part of the globe.

1732.

This year exhibits few events of any great importance. The Miniſter ſtill poſſeſſed his wonted power in both houſes of Parliament, at the ſame time entertaining a ſtrong deſire for peace, which he conſidered as the ſureſt means of continuing in office. The Parliament met on the 13th of January, and, in the courſe of the ſeſſion, voted 3,004,926 l. 13 s. 11 d. for the ſervice of the current year. The only naval equipment was a convoy to eſcort his Majeſty to Holland, on his way to viſit his German dominions, whither he went June 8th; leaving her Majeſty Queen Caroline regent. The Court of Madrid making great naval and military preparations in their ports, our Adminiſtration took alarm thereat, and preſs-warrants were iſſued out for ſupplying all the guardſhips with their full complement of men; but this order was revoked, our Court having received poſitive aſſurances from their Miniſtry that the warlike preparations were intended againſt the Barbary ſtates; and ſoon after, the Spaniſh forces, under the

Count de Mortemar, took Oran from the Moors, which they have retained ever ſince.

On the 20th of July, the truſtees appointed by charter for eſtabliſhing the colony of Georgia, in North America, had their firſt regular meeting, of which Lord Viſcount Percival, (afterwards Earl of Egmont), who had been a great promoter of this deſign, was by charter appointed preſident; and in the beginning of November, the firſt eſtabliſhment of people for this colony ſailed from Graveſend on board the Anne, Captain Thomas: It conſiſted of one hundred perſons, provided with neceſſaries of every kind for their voyage, together with proper tools, arms, ammunition, and alſo proviſions for ſeveral months after their arrival. Lieutenant-General Oglethorpe, one of the truſtees, embarked along with them, to ſee this firſt ſettlement made, and to give the neceſſary orders and inſtructions for its proper regulation.

The Deal Caſtle ſhip of war, commanded by Captain Aubin, took a Spaniſh merchant ſhip near Campeachy, by way of repriſal, and carried her into Charleſtown, South Carolina. In October, a Sallee corſair of eighteen guns and one hundred and forty men, took and carried into that port the Eagle, John Chilly maſter, an Engliſh ſhip of one hundred and eighty tons and ten guns, richly laden with cloth, fine linen, and ſpices, having on board ſixty-ſix Portugueſe paſſengers, beſides fourteen Engliſh. Upon intelligence of this capture, the Britiſh Conſul at Tetuan ſet out immediately for Mequinez, to ſolicit the releaſe of the above veſſel, paſſengers and crew; but with ſo little ſucceſs, that an unfortunate Jewiſh rabbi, well ſkilled in the Mooriſh language, whom he took with him as his interpreter, pleading hard with the Emperor to obtain the Conſul's requeſt, was ordered to be burnt alive, and the Conſul obliged to return without any ſatisfaction.

This year his Majeſty granted a commiſſion to the Lords Commiſſioners of the Admiralty, to erect a corporation for the relief of poor widows of ſea-officers, to conſiſt of the Admiralty Board, the Commiſſioners of the Navy and Victualling Boards for the time being, and a certain number of the eldeſt Captains and Lieutenants of the Navy. The terms of admiſſion for partaking of the benefits of this inſtitution are, that each member, who muſt be an officer in the navy, allow three pence in the pound *per annum* out of his pay. By the eſtabliſhment of this fund, an Admiral's widow is entitled to fifty pounds a year for life; a Captain's to forty; a Lieutenant's to thirty, and other officers widows to twenty pounds each, provided they continue widows, and are not provided for by their huſbands in annuities of greater extent than the above penſions. The Cheſt of Chatham was included in the above corporation, and the money raiſed put out to intereſt. The following noblemen and gentlemen were appointed to ſettle the corporation: Lord Viſcount Torrington, Firſt Lord Commiſſioner of the Admiralty, Preſident; Sir Charles Wager, and Lord Archibald Hamilton, Governors; Sir George Saunders and Thomas Pearce, Eſq; Commiſſioners of the Navy, Aſſiſtants; Lord Vere Beauclerk, Sir John Jennings, Sir John Norris, Sir George Walton, Philip Cavendiſh, Eſq; John Balchen, Eſq Honourable Charles Stewart, James Mighells, Eſq; Sir Stafford Fairborne, Admirals. Soon after the eſtabliſhing of the above mentioned fund, it received the following handſome donation; which being a noble inſtance of generoſity, well deſerves to be mentioned in this work. George Crow, Eſq; Lieutenant in the navy, appropriated his half-pay, amounting annually to 45 l. 12 s. 6 d. to the ſole benefit of this corporation, aſſigning as a reaſon for it, *that he had a competency to live on.*

The naval tranſactions of this year concluded with ſending out a ſmall ſquadron under the command of Lord Viſcount Torrington, which eſcorted his Majeſty from Holland back to his Britiſh dominions on the 26th of September.

1733.

This year the Parliament met on the 16th of January. His Majeſty informed them, that he had nothing material to lay before them but the ordinary buſineſs of the nation. In the courſe of the ſeſſion, they voted nearly the ſame ſums for the navy as they had done the year before. A motion was made in the Houſe of Commons by Sir Thomas Saunderſon, and after a conſiderable debate carried, to addreſs his Majeſty, that there might be laid before the Houſe copies of the reports made by the Commiſſaries of Spain, as to the ſatisfaction made to the ſubjects of Great Britain for the loſſes they had ſuſtained by the depredations of the Spaniards, purſuant to the ſecond article of the treaty of Seville, concluded Nov. 9th 1729; for thoſe affairs were to be adjuſted within the ſpace of three years, which were now expired. To this his Majeſty anſwered, That Commiſſaries were appointed to treat with thoſe of Spain on the 2d of April 1730; but, by ſome unforeſeen accidents, the meeting of the Commiſſaries in Spain was ſo long delayed, that they did not meet till the 23d of February 1732, N. S.; and it had been ſince agreed between the two Crowns, that the three years for finiſhing the ſaid commiſſion ſhould commence from their firſt meeting on the 23d of February laſt; which made it impoſſible for his Majeſty to give orders for laying a perfect account of thoſe negociations before the Houſe.

Early this year, died that truly great man, and worthy ſervant of the public, George Byng, Lord Viſcount Torrington, Firſt Lord Commiſſioner of the Admiralty, and Admiral and Commander in Chief of his Majeſty's fleet. His place at the Admiralty Board was ſupplied by Sir Charles Wager; and Sir John Jennings was appointed Rear-Admiral of Great Britain.

The conduct of the Emperor of Morocco towards the Britiſh Conſul at Sallee, and his detention of the ſhip Eagle, determined our Miniſtry to ſend a fleet of frigates to cruize off his coaſts, in hopes of bringing this Barbarian to reaſon. Three twenty gun ſhips were ſent to demand proper ſatisfaction, and the releaſe of the above mentioned veſſel, paſſengers and crew. They arrived at Tetuan the 12th of March; when the Baſhaw, or Governor of the place, diſpatched an expreſs to the Emperor at Mequinez, to inform him of the demand now made. The number of Portugueſe paſſengers found on board the veſſel, and who had been made ſlaves, was given as the pretext for making prize of her, and the Emperor would not on that account reſtore her. On this, the frigates, in conjunction with ſome Dutch ſhips of war, blocked up the port, ſo that none of his corſairs would venture to ſea. But, notwithſtanding their vigilance, a row-boat found means to ſlip out, and take the John of

London, Matthews maſter, loaded with pipe-ſtaves, &c. from Amſterdam to Malaga. Beſides this veſſel, theſe pirates had the good fortune, during this and the following year, to capture ten more of our veſſels, and to make ſlaves of their unfortunate crews. The bravery of Captain David Fullarton, commander of an Engliſh merchant ſhip, deſerves to be particularly remembered. On his voyage home from the Mediterranean, he was met by a Sallee rover, and obliged to bring to. The Corſair ſent his boat on board with twenty men to take poſſeſſion of his prize: Captain Fullarton obſerving their number, bravely reſolved, with his crew, which conſiſted only of fourteen men, to attack and make himſelf maſter of them as ſoon as they came on board. This they executed with the moſt undaunted courage; and from their intrepidity, the Moors apprehended their ſtrength to be much more formidable than it really was, threw down their arms, and ſurrendered. On this, Captain Fullarton made all the ſail he could; and by good fortune he got clear of his antagoniſt, and brought his priſoners to Middleburgh in Zealand.

The Truſtees of the colony of Georgia received letters this year from General Oglethorpe, giving them an account of his forming that ſettlement, and of his making friends of the native Indians; annexing at the ſame time ſuch a pleaſing deſcription of the country, that before the cloſe of the year, the ſettlement was augmented to upwards of five hundred people.

Notwithſtanding the friendly profeſſions of the Court of Spain, and the order iſſued by it againſt the moleſting of the Britiſh merchant ſhips, except ſuch as were found carrying on an illicit traffic; two of his Catholic Majeſty's ſhips of war, the one of ſeventy and the other of ſixty guns, attacked a fleet of Britiſh merchant ſhips loading ſalt at the deſolate iſland of Sal Tortugu, under the protection of his Majeſty's ſhip the Scarborough, commanded by Captain Durell. This brave and experienced officer manœuvred ſo well with the frigate under his command, as to find ſufficient employment for both their ſhips, and in a great meaſure to fruſtrate their deſign, until all the veſſels he had under his protection had got beyond their reach, except four, which were taken at the beginning of the attack, and before they were aware of the Spaniards intentions.

The death of the King of Poland, Elector of Saxony, which happened this year, paved the way for diſturbing the repoſe of Europe. The choice of a regal ſucceſſor, and the ambitious deſigns of ſome of the moſt powerful Potentates, who never want plauſible arguments to juſtify their drawing the ſword, once more ſet a great part of the continent in a flame: but as Great Britain did not take an active part in the conteſt, it does not fall within the plan of this work to give an account of it in detail.

1734.

The Parliament met on the 17th of January; and his Majeſty, in his ſpeech to both Houſes, gave them an ample and clear account of the affairs of Europe, and of the relative ſituation of this country. He obſerved, that a very formidable war was waged againſt the Emperor by the united powers of France, Spain, and Sardinia; that he had taken no part in it, except by offering his good offices to ſettle the conteſted points, and which had diſturbed the peace of Europe; that he reſolved to act with the utmoſt caution and circumſpection in conjunction with his allies, particularly the States General, and to avoid, if poſſible, taking part in the troubles. But as all the principal European powers were arming, it behoved Great Britain to be in ſuch a poſture of defence, as would ſecure the kingdom, its rights and poſſeſſions, from all dangers and inſults, while it ſhould be the means of preſerving the reſpect due to the Britiſh nation; and he truſted his Parliament would enable him ſo to do. Both Houſes returned addreſſes agreeable to the wiſhes of Adminiſtration. Twenty thouſand ſeamen were voted for the ſervice of the current year; 202,670 l. 5 s. 9 d. for the ordinary of the navy; 1,200,000 l. towards paying off the navy debt; and in the courſe of the ſeſſion 3,150,452 l. 4 s. 7½ d. was voted for the ſervice of the current year. On the 28th of March his Majeſty ſent a written meſſage to the Houſe of Peers by the Duke of Newcaſtle, and one of a like import to the Houſe of Commons, by Sir Robert Walpole, deſiring that his Parliament would enable him to make ſuch further augmentation of his forces by ſea and land, as might be abſolutely neceſſary for the honour and defence of his kingdoms; and that they would aſſiſt him in concerting ſuch meaſures as the exigency of affairs might require: and whatever expence ſhould be thereby incurred, ſhould, he ſaid, be made in as frugal a manner as was poſſible, and an account thereof laid before Parliament. After great debates in both Houſes on this meſſage, the Miniſter carried his point; and the ſum of 1,200,000 l. out of the ſinking fund for the ſervice of the year 1734, was voted to his Majeſty. The firſt ſtep purſued by Adminiſtration this year, was the increaſing of the number of guardſhips, which were ordered to be completely manned. This meaſure was ſoon followed by one of greater importance; namely, the putting in commiſſion no leſs than eighty-ſix ſhips of war, from one hundred to twenty guns, (See Note 7.); and on the 8th of February, his Majeſty iſſued his royal proclamation, recalling all Britiſh ſailors from the ſervice of foreign Powers, and offering a bounty of twenty ſhillings to every able-bodied ſeaman, and fifteen to every able-bodied landman that ſhould enter themſelves on board any of his ſhips of war. Captain Nicholas Haddock was promoted to the rank of Rear-Admiral of the Blue; and ſoon after Lord Forbes was raiſed to that of Rear-Admiral of the White. From the ſtate of Europe at this conjuncture, and from the circumſtance of the great fleet which England now had ready for action, the nation in general apprehended that we ſhould take an active part in the war; a meaſure to which the Miniſter was well known to be very averſe. All theſe mighty preparations were only intended to make the nation of greater conſequence, and that we might be ready to act in caſe of need. The fleet was diſpoſed of in the following manner: Sir John Norris was ordered from the Downs to Spithead with twenty-three ſhips of war; Sir George Walton commanded thirteen at the Nore; Admiral Cavendiſh was ſtationed at Portſmouth with eight; and Admiral Balchen commanded a ſmall ſquadron at Plymouth; ſo that, including the war-ſhips employed in cruizing, and on other ſervices, Great Britain had at this time one hundred and twenty ſhips in commiſſion, and thirty-five thouſand ſeamen in pay:

a force ſufficient, had it been properly exerted, to have redreſſed our grievances, reimburſed our loſſes, ſuccoured the Emperor, and prevented the Houſe of Bourbon from effecting a permanent footing in Italy. A negociation for an accommodation with the Emperor of Morocco was this year renewed ; and on the 29th of Auguſt Monſieur Zollicoffee, his Majeſty's Ambaſſador to that Prince, embarked at Gibraltar, on board his Majeſty's ſhip the Saliſbury, accompanied by the Gibraltar, Durſley galley, Roſe, Shoreham, and Bonetta ; and the ſame day anchored in the road of Tetuan, where he was received with every token of reſpect due to his rank. His endeavours to eſtabliſh a peace, fortunately proved ſucceſsful ; whereby about one hundred and forty Britiſh ſubjects were releaſed from ſlavery.

In December this year, his Majeſty ordered a promotion of Flag-officers, which, with thoſe already on the liſt, made the whole ſtand in the following order :

Sir John Norris, Knight,	Admiral of the Fleet.
Sir Charles Wager, Knight,	Admiral of the White.
Sir George Walton, Knight,	Admiral of the Blue.
Philip Cavendiſh, Eſq;	Vice-Admiral of the Red.
John Balchen, Eſq;	Vice-Admiral of the White.
Hon. Charles Stewart,	Vice-Admiral of the Blue.
* George Earl of Granard,	Rear-Admiral of the Red.
* Nicholas Haddock, Eſq;	Rear-Admiral of the White.
* John Hagar, Eſq;	Rear-Admiral of the Blue.

Thoſe marked thus *, were the officers promoted.

1735.

The Parliament met the 23d of January ; and from the King's ſpeech, the nation had reaſon to expect that a general peace in Europe was ſoon to take place, as the Belligerent Powers had accepted of his Majeſty's good offices, in conjunction with his ally the States General, towards the concluding ſo deſireable a buſineſs ; nor were they undeceived until the 6th of February, when a motion was made in the Houſe of Commons, that thirty thouſand ſeamen ſhould be employed for the ſervice of the current year. This demand, ſo very unexpected,

pected, and without any meſſage from his Majeſty, or any good reaſon being aſſigned either by the Miniſter or his friends, threw the Houſe into a flame: after a long and warm debate, the motion was put, and carried by a conſiderable majority. This triumph of the Miniſter's was productive of a motion from the oppoſite ſide of the Houſe, which, although he got rid of it by dint of numbers, yet contributed not a little to render him extremely unpopular in the nation. Sir William Wyndham, Baronet, moved, that there be a ſelect committee appointed, to enquire into the accounts of the Navy, on the 21ſt of February next. He concluded a remarkably fine ſpeech in the following words: "Upon ſuch a ſlight view, Mr Speaker, as I have taken of the accounts on the table, it is not "poſſible for me to enter into all the particular articles; but "I cannot help taking notice of one article, which to me appears to be a very extraordinary one. There is one article "of near 250,000 l. charged, not for building of ſhips, but "for building of houſes. Whether ſuch houſes were neceſſary, I ſhall not now pretend to determine; but if they "were, I think it is too large a ſum for any Miniſter, or for "any Adminiſtration, to have expended, without a previous "authority from Parliament, and, I am ſure, was never ſo much "as aſked for. What the preſent age, or what the gentlemen of this Houſe may think of ſuch a ſum, I do not know; "but I am ſure our anceſtors, even thoſe of the very laſt age, "would have been extremely ſhy of loading the people with "at leaſt ſixpence in the pound upon all the lands in Great "Britain, for no other purpoſe but that of building houſes "for the Commiſſioners, and other officers belonging to the "Admiralty: and I muſt think it a little extraordinary to ſee "Miniſters, of their own heads, undertake to do that, which "even Parliaments of old would ſcarcely have undertaken to "have done. It is true, Parliaments have of late become very good-natured; they have put great truſt and confidence "in Miniſters; and have generally, I ſhall not ſay blindly, "approved of all miniſterial meaſures. This may perhaps have "made Miniſters preſume a little farther than they would otherwiſe have done. But I am very ſure, that, in former times, "nay, till very lately, no Miniſter would have dared to have "drawn the nation into ſuch an expence, without an authority from Parliament for ſo doing." The Patriots who ſtood up for the true intereſts of their country, were out-voted in almoſt every queſtion of importance, by the Miniſter and his aſſociates; our fleets did nothing; the debt of the navy increaſed; much time and treaſure was ſpent in fruitleſs negociations; the Powers of Europe no longer held us in eſteem; and our trade to America was ſtill expoſed to the daily inſults of the Spaniards. In order to compel the Miniſter to do juſtice to his much injured country, Mr Pulteney, (afterwards Earl of Bath) moved for a bill to be brought into the Houſe of Commons, "For the more effectual ſecuring and encouraging the trade of his Majeſty's ſubjects to America." The Miniſter was alarmed, and, dreading leſt the bill ſhould contain any matter that would force him to have recourſe to arms, exerted his whole influence to get it thrown out. The mover exerted a torrent of eloquence, againſt which the Miniſtry could urge nothing of equal force, but confided, as uſual, in the ſuperior number of votes. Mr Pulteney eaſily foreſaw what ultimately was to be the fate of his bill; and juſt before the vote was put, he expreſſed himſelf as follows: "Mr Speaker—Sir, From what was laſt ſpoken, I can eaſily foreſee the fate of the bill now in my hand. I can diſcern through all theſe thin diſguiſes, that ſome gentlemen have recourſe to a mean expedient to hinder us from conſidering a bill, againſt which no ſhew of reaſon or argument can be advanced. I hate, Sir, all expedients, and I diſdain all Miniſters who uſe them. Some Miniſters, Sir, there are, who live upon expedients, and who cannot do their dirty work without them. Expedients, Sir, in the hands of weak Miniſters, are the inſtruments of defeating the moſt beneficial, and of promoting the moſt deſtructive meaſures. Some Miniſters know, Sir, that the bill for which I now ſtand up, is a bill that leaves no room for cobweb negociations, inconſiſtent treaties, or mock expeditions for the future; and that, Sir, is the reaſon why this method is made uſe of to undermine it. The bill, Sir, for which I have laboured, will, I hope, recommend itſelf to every gentleman who has a juſt ſenſe of his country's honour; and if it is decreed

“ that it muſt fall to the ground, I ſhall at leaſt have the ſa-
“ tisfaction of doing my duty honeſtly as a Britiſh ſubject,
“ and a Member of this Houſe. One good conſequence I am
“ perſuaded will attend it; my countrymen will learn from
“ the fate of it, what they are to expect: they will learn, Sir,
“ whether we are tamely to ſubmit to influence and oppreſ-
“ ſions, or bravely ſeize the means of redreſſing them.” This noble and animated ſpeech had its proper weight; for a while it overawed the Miniſter, who dropped his oppoſition as to granting leave to bring the bill to the Houſe: but, foreſeeing what the effects would be, were it allowed to paſs into a law, he, on the third reading of it, muſtered his formidable and well-trained phalanx, and had it thrown out by a majority of thirty-three, the numbers being a hundred and ſix to ſeventy-three.

At this time, a miſunderſtanding aroſe between the Kings of Spain and Portugal, which had nearly terminated in an open rupture. It took its riſe from the following affair— The officers of juſtice conducting a criminal to gaol at Madrid, the ſervants of the Portugueſe Ambaſſador at that Court, reſcued the priſoner. On this the King of Spain ordered all the Ambaſſador's ſervants concerned in this outrage, to be committed to priſon; and they were dragged from their maſter's houſe, with very aggravating circumſtances, and without paying the reſpect due to a perſon in a public character. Of this the Ambaſſador made the King his maſter acquainted, who inſtantly ordered repriſals to be made on the ſervants of the Spaniſh Ambaſſador at Liſbon. Both Miniſters left their reſpective Courts without taking leave; and their maſters mutually expreſſed their diſpleaſure and reſentment. The King of Spain aſſembling a very conſiderable body of forces on the frontiers of Portugal, apparently with a view of invading that kingdom, his Portugueſe Majeſty diſpatched Don Marcus Antonio d'Algeveda, in character of Envoy Extraordinary, to ſolicit the aid of his Britannic Majeſty againſt the Spaniards: accordingly, Sir John Norris was ſent with a powerful ſquadron to Liſbon, (See Note 8.) He ſailed from Spithead May 27th, and arrived in the Tagus June 9th, where he was welcomed as a deliverer; and the nobility of both ſexes reſorted on board in great numbers to view the ſhips, this being the fineſt fleet ever ſeen there. His Moſt Faithful Majeſty gave the Admiral and his officers a moſt gracious reception; and, immediately upon their arrival, ordered the fleet a weekly allowance of one hundred oxen, four hundred ſheep, four hundred geeſe, four hundred turkies, one thouſand hens, one thouſand baſkets of greens, fifty arobes of ſweet-meats, one hundred thouſand lemons and oranges, and eighty pipes of wine: A very contrary treatment to what the Britiſh fleet received from the Spaniards in 1731, when they conveyed their army to Leghorn. Mr Keene, the Britiſh Envoy at the Court of Madrid, had made his Catholic Majeſty acquainted with his Maſter's reſolution to ſend a powerful ſquadron to Liſbon, with orders to protect that coaſt from inſults, and ſecure the Brazil fleet, in which the merchants of Great Britain were deeply intereſted. Don Joſeph Patinho, his Catholic Majeſty's Miniſter, delivered a memorial to Mr Keene, in anſwer to this meſſage, repreſenting, That ſuch an expedition would affect the commerce, not only of Spain, but of all Europe, as it would intimidate foreign merchants from embarking their goods in the flota, in which it was well known all the principal merchants of Europe had a concern, and which was then preparing at Cadiz for America. This was only a ſpecious pretext of the Court of Madrid, as was ſeen in the ſequel; for ſo very formidable a force in their neighbourhood, induced them to come to an accommodation with the Court of Liſbon, and in all probability prevented a rupture between the two Crowns.

Notwithſtanding the acceptance of the Courts of Verſailles, Madrid, and Turin, of the mediation of his Britannic Majeſty and the States General for concluding a general peace, the terms propoſed by them, which were greatly in favour of the allies, were rejected, through the intrigues of the Court of Verſailles, which was not contented with the partition allotted to the ſhare of France. Yet that ſame Court, well knowing that the Emperor was extremely deſireous of peace, ſet on foot a negociation with him, and, without the privity of their allies, or the maritime powers, concluded a peace with his Imperial Majeſty on the 28th of December, and which tended greatly to the aggrandizement of the French Monarchy. The preliminary articles were to the following purport:

1. France ſhall reſtore to the Empire all the places which ſhe has taken from it during the war.

2. The Emperor ſhall have the Mantuan, Parma, Placentia, and the Milaneſe, reſerving Vigevaneſco and Novara and their dependencies, which ſhall be given to the King of Sardinia.

3. The dutchy of Tuſcany, after the death of the preſent Grand Duke, ſhall be given to the Duke of Lorrain; at which time Lorrain ſhall be put into the hands of his Moſt Chriſtian Majeſty, and remain annexed to his dominions.

4. King Staniſlaus ſhall be acknowledged by all the Powers of Europe King of Poland, and ſhall enjoy all the honours and prerogatives of a crowned head; after which he ſhall reſign voluntarily the poſſeſſion of the kingdom of Poland, in favour of King Auguſtus, who ſhall reſtore to him all the eſtates in Poland, which either belonged to him or his Queen.

5. King Staniſlaus ſhall have, by way of equivalent for Poland, the immediate poſſeſſion of the dutchy of Barr.

6. Don Carlos ſhall be acknowledged King of Naples and Sicily, and ſhall have the ſtate *del Preſidii*, with the iſland of Elba; as for Leghorn, it ſhall be declared a free port.

7. France ſhall guarantee the Pragmatic ſanction.

8. The Kings of Spain and Sardinia to be invited to accede to this treaty; and England, Holland, Portugal and Venice to guarantee it.

1736 & 1737.

Such are the outlines of this extraordinary treaty, by which the Houſe of Bourbon were in fact the only gainers: and, ſo blind were the Britiſh Miniſtry to the true intereſt of their country, that they acquieſced in all that was done, although at this very time accounts were daily arriving of the depredations of the Spaniards on our merchant ſhips, both on the coaſt of America and in the Mediterranean. The clamours of the nation againſt the puſillanimous conduct of Adminiſtration became ſo loud, that, in 1737, they were forced to ſend a conſiderable ſquadron to the Mediterranean, under the command of Rear-Admiral Haddock, in order to give more weight to the demands of ſatisfaction which we were obliged to make for the inſults that had been offered to us, and for the loſſes we had ſuſtained. A negociation had been ſet on foot at Madrid; but the appearance of the Britiſh fleet had ſuch an effect on the Spaniſh Miniſtry, that orders were given to their Commiſſaries to allow of the demands made by the Britiſh merchants. And here it may be neceſſary, for the better underſtanding of theſe requiſitions, to ſet them in a proper point of view. The firſt computation of our demands on Spain, amounted to 343,277 l.; and this included the ſeizures examined by the reſpective Commiſſaries, as well as thoſe which were afterwards made. Mr Commiſſary Stert, however, was of opinion, that in regard to overrated and unjuſt claims, the groſs ſum above mentioned might be reduced to 200,000 l., as a reaſonable ſatisfaction for our loſſes. As the Engliſh merchants rejected every mode of payment, except that of money, and that to be made in London, and within a ſhort time, the Britiſh Commiſſary made an abatement of 45,000 l., in conſideration of prompt payment; by which means the claim of our merchants was reduced to 155,000 l. Yet, great as theſe deductions were, and which no Miniſter of a proper ſpirit would have permitted, other means were employed, by which our claims were reduced almoſt to nothing. The Spaniards claimed, on the other hand, and ſhewed it had been ſtipulated by the treaty of Madrid in 1721, "That his Britannic Majeſty ſhould cauſe to be reſtored to his Catholic Majeſty, all the ſhips of the Spaniſh fleet taken by England in the naval engagement fought in Auguſt 1718, in the ſeas of Sicily, with the guns, ſails, rigging, and other equipage, in the condition they then were; or elſe the value of thoſe which may have been ſold." Accordingly, at Portmahon, where the ſhips then lay, their reſtitution was tendered by the Engliſh to the Spaniſh Commiſſaries, who finding them much diſabled and unfit for ſervice, refuſed to take them. Upon which, by order of the Governor of Minorca, the Spaniſh prize-ſhips were towed out of the harbour, and ſunk in deep water; but the Spaniards inſiſting on an equivalent, brought in a claim of 180,000 l.; and this being reduced by the Engliſh Commiſſary to 60,000 l. there now remained no more than the inconſiderable ſum of 95,000 l. as a balance on our ſide, to compenſate the immenſe loſſes which the Britiſh merchants had for a ſeries of years ſuſtained. And on this ground began a negociation for a convention with Spain; of which more in its proper place.

1738.

The Parliament met on the 24th of January. The King recommended diſpatch and unanimity. The moſt remarkable occurrence this Seſſion of Parliament, was a petition of the merchants, planters, and others, trading to the Plantations, (read in the Houſe of Commons, March 3d), complaining, That notwithſtanding his Majeſty's moſt gracious endeavours to prevent the Spaniſh depredations, they were not only continued ſince the treaty of Seville, but were laſt year carried to a greater height than ever; and praying relief; and that they might be heard by themſelves or their counſel. On this, Sir John Barnard moved an addreſs to the King, to which the Miniſter propoſed ſome amendments; and the Houſe agreeing thereto, it was accordingly preſented, March 6th. To this addreſs his Majeſty was pleaſed to make the following reply:

"I am fully ſenſible of the many and unwarrantable depredations committed by the Spaniards; and you may be aſſured, I will make uſe of the moſt proper and effectual means that are in my power, to procure juſtice and ſatisfaction to my injured ſubjects, and for the future ſecurity of their trade and navigation.

"I can make no doubt but you will ſupport me with chearfulneſs, in all ſuch meaſures as, in purſuance of your advice, I may be neceſſitated to take for the honour of my crown and kingdoms."

The Houſe of Commons reſolved to inveſtigate the matter to the bottom. By a printed liſt of the Britiſh ſhips taken and plundered by the Spaniards ſince the treaty of Seville, ſpecifying the names of the ſhips and the maſters, their value, the places at which they were taken, barbarous uſage received, &c. &c. and which was preſented to the Houſe of Commons; it appeared, that within the laſt nine years, the loſs ſuſtained was upwards of 140,000 l. to the Britiſh merchants: that no leſs than fifty-two ſhips had been taken and plundered by the

Spaniards, and the poor ſailors uſed with the utmoſt cruelty and barbarity. Several merchants, owners, and commanders, were called in and examined by the Houſe; among theſe was Captain Robert Jenkins, formerly mentioned. Beſide cutting off one of his ears, as already related, they tortured him in a very cruel manner, and threatened him with immediate death. Being aſked by a Member, "What he thought when he found "himſelf in the hands of ſuch barbarians?"—His reply did him great honour—"I recommended my ſoul to God, (ſaid he), "and my cauſe to my country." The behaviour of this brave ſeaman; the ſight of his ear, which was produced; and the account of the indignities which had been offered to the Nation and Sovereign of Great Britain, filled the whole Houſe with the higheſt indignation *.

The Houſe voted twelve thouſand ſeamen for the ſervice of the current year, and the ſame number of land forces as the preceding years; which laſt meaſure was attacked in the ſevereſt terms by the gentlemen in oppoſition, who looked on a ſtanding army as unconſtitutional, and even dangerous, in the hands of ſuch an Adminiſtration.

1739.

The Parliament met on the 18th of January; but the ratification of the *Convention*, lately concluded with Spain, not being arrived, both Houſes were prorogued to the 1ſt of February; on which day being again aſſembled, the King acquainted them, That a convention was concluded and ratified between him and the King of Spain, who had obliged himſelf to make reparation to his ſubjects for their loſſes, by a certain ſtipulated payment; that plenipotentiaries were appointed for regulating all thoſe grievances and abuſes which had hitherto interrupted the Britiſh commerce and navigation in the American ſeas, and for ſettling all matters in diſpute, in ſuch a manner as might for the future obviate pretences of complaint: which convention, with the ſeparate articles, he would order to be laid before them: and if all the ends which were to be hoped for, even from ſucceſsful arms, could be obtained without plunging the nation into a war, it muſt be conſidered by all reaſonable and unprejudiced perſons, as the moſt deſireable event. —He wiſhed the poſture of affairs would have permitted him to retrench the public expences, for which he was obliged to demand ſupplies; but he did not doubt their affection for him would induce them to grant him ſuch ſupplies as were neceſſary for the honour and ſecurity of the kingdom: and he recommended to them, not to ſuffer prejudices or animoſities to have any ſhare in their deliberations —The ſame day the Houſe of Lords agreed to addreſs his Majeſty on his ſpeech, in which they applauded the convention, and all the meaſures that had been taken to effect it. The Houſe of Commons, in their addreſs to his Majeſty, thanked him, and acknowledged his great goodneſs, touching the petitions and complaints of his ſubjects, and the general intereſt of his people: They congratulated him on concluding the aforeſaid convention; aſſured him, they would ſupport him in bringing it to perfection; and that they would grant the neceſſary ſupplies.—Copies of this famous convention were ſoon after laid before both Houſes of Parliament. By this it appeared to have been concluded at Pardo the 14th of January, and was to the following effect: " That within ſix weeks, to be reckoned from the day on which the ratifications were exchanged, two Miniſters Plenipotentiary ſhould meet at Madrid, to confer, and finally regulate the reſpective pretenſions of the two crowns, with relation to the trade and navigation in America and Europe, and to the limits of Florida and Carolina, as well as concerning other points, which remained likewiſe to be adjuſted according to the former treaties ſubſiſting between the two nations: That the Plenipotentiaries ſhould finiſh their conferences within eight months: That in the mean time no progreſs ſhould be made in the fortifications in Florida or Carolina: That his Catholic Majeſty ſhould pay to the King of Great Britain the ſum of 95,000 l., as the balance due to the crown and ſubjects of Great Britain, after deduction made of the demands of the crown and ſubjects of Spain; which ſum ſhould be employed for the ſatisfaction, diſcharge, and payment of the demands of the Britiſh ſubjects upon the crown of Spain: That this reciprocal diſcharge, however, ſhould not extend or relate to the accounts and differences which ſubſiſted, and remained to be ſettled, between the crown of Spain and the Aſſiento Company; nor to any particular or private contracts, that might ſubſiſt between either of the two crowns, or their miniſters, with the ſubjects of the other; or between the ſubjects of each nation reſpectively: and, That his Catholic Majeſty ſhould cauſe the ſum of 95,000 l. to be paid at London within four months, to be reckoned from the day on which the ratifications were exchanged." Such was the ſubſtance of this convention, which, far from lulling the nation into ſecurity, rouſed the indignation of all ranks, who felt for the honour of their country; and this was ſoon after manifeſted by petitions to Parliament againſt it, from all the conſiderable towns in the kingdom, couched in the ſtrongeſt terms; and when brought under the conſideration of the Houſe of Commons, it was attacked by all the principal ſpeakers on the ſide of oppoſition. The ſubject was introduced by Mr Horace Walpole, the Miniſter's brother, who, after launching forth in the praiſes of it, moved for an addreſs of approbation to his Majeſty. He was ſeconded by Mr Campbell, Member for Pembrokeſhire. This brought on one of the moſt important debates ever argued in the Houſe. Sir Thomas Saunderſon (at that time treaſurer to the Prince of Wales, afterwards Earl of Scarborough) was the firſt who attacked the treaty, and obſerved, That the Spaniards, by the convention, inſtead of making reparation for injuries done, had obliged us to give them a general releaſe. They had not allowed the word ſatisfaction to be ſo much as mentioned in the treaty. Even the Spaniſh pirate, who had cut off the ear of Captain Jenkins, and uſed the moſt inſulting expreſſion towards the perſon of the King; an expreſſion which no Britiſh ſubject could decently repeat; an expreſſion which no man who had a regard to his Sovereign could ever forgive—even this fellow lived to enjoy the fruits of his rapine, and remained a living teſtimony of the cowardly tameneſs and mean ſubmiſſion of Great Britain; of the triumphant haughtineſs and ſtubborn pride of Spain. Lord Gage, who ſpoke on the ſame ſide of the queſtion, ſtated to the Houſe the ſatisfaction we had obtained, in the following manner: The loſſes ſuſtained by the Spaniſh depredations, amounted to 340,000 l.: The Commiſſary, by a ſtroke of his pen, reduced this demand to 200,000 l.; then 45,000 l. was ſtruck off for prompt payment: He next allotted 60,000 l., as the remaining part of a debt pretended to be due to Spain, for the deſtruction of her fleet by Sir George Byng; though it appeared from the inſtructions on the table, that Spain had been already amply ſatisfied on that head. Theſe deductions reduced the balance to 95,000 l.; but the King of Spain inſiſted upon the South Sea Company's paying immediately the ſum of 68,000 l., as a debt due to him on the head of accounts, though, in other articles, his Catholic Majeſty was indebted to the Company a million over and above this demand. Thus, the ſum to be paid by Spain, did not exceed 27,000 l.; from which ſhe inſiſted upon deducting whatever ſhe might have already given in ſatisfaction for any of the Britiſh ſhips that had been taken; and alſo that ſhe ſhould be allowed the value of the St Thereſa, a Spaniſh ſhip, which had been ſeized in the port of Dublin. Mr William Pitt, (afterwards Earl of Chatham), with an energy and force of argument ſcarce to be equalled, and never to be ſurpaſſed, attacked the convention with all the powers of oratory: he ſaid it was inſecure, unſatisfactory, and ſo very diſhonourable to Great Britain, that it appeared to him a ſtipulation for national infamy. The great national objection, the ſearching of Britiſh ſhips, was not omitted, indeed, in the preamble; but ſtood there as a reproach to the whole, as the ſtrongeſt evidence of the fatal ſubmiſſion that followed: on the part of Spain, an uſurpation, an inhuman tyranny claimed and exerciſed over the American ſeas: on the part of England, an undoubted right by treaties, and from God and Nature, declared and aſſerted in the reſolutions of Parliament, were now referred to the diſcuſſion of Plenipotentiaries, upon one and the ſame equal footing. This undoubted right was to be diſcuſſed and regulated; and, if to regulate, be to preſcribe rules, as in all true conſtruction it is, that right was, by the expreſs words of the convention, to be given up and ſacrificed; for it muſt ceaſe to be any thing, from the moment it is ſubmitted to limitation. Mr George Lyttleton, (afterwards Lord Lyttleton), anſwered the ſpeech of Mr Horace Walpole, with equal force and fluency. The honourable gentleman (ſaid he) has uſed many arguments to perſuade us to peace, to any peace, good or bad, by pointing out the dangers of a war; dangers I by no means allow to be ſuch as he repreſents them: and he has crowned all theſe terrors with the name of the Pretender—"*The Pretender would* "*come.*" Is the honourable gentleman ſenſible what this language imports? The people of England complain of the greateſt of wrongs and indignities; they complain of the interruption, the deſtruction of their trade; they think the peace has left them in a worſe condition than before: and, in anſwer to all theſe complaints, what are they told? Why, that their continuing to ſuffer all this, is the price they muſt pay, to keep the King and his family on the throne of theſe realms. If this were true, it ought not to be owned: but it is far from the truth; the very reverſe is true. Nothing can weaken the family; nothing ſhake the eſtabliſhment, but ſuch meaſures as theſe, and ſuch language as this. If our Miniſters had proceeded conformably to the intentions of Parliament, they would either have acted with vigour, or have obtained a real ſecurity in an expreſs acknowledgement of our right, not to be ſearched, as a preliminary, a *ſine qua non*, to our treating at all. Inſtead of this, they have referred it to the Plenipotentiaries. Would you ſubmit to a reference, Sir, whether you may travel unmoleſted from your houſe in town to your houſe in the country? Your right is clear and undeniable: why would you have it diſcuſſed? But far leſs would you refer it, if two of your judges belonged to a gang which had often ſtopped and robbed you in your way thither before. Never was the Miniſter ſo hard puſhed: He and his friends aſſerted, That the ſatisfaction received from Spain was adequate to the injury done: that the convention was only a preliminary to a treaty, which would remove all cauſes of complaint: that war was always expenſive and detrimental to a trading nation, as well as uncertain in its events: that France and Spain would certainly join their forces, in caſe of a rupture with Great Britain: that there was not one power in Europe, upon whom the Engliſh could depend for effectual aſſiſtance; and that war would favour the cauſe and deſigns of a Popiſh Pretender.

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* Smollet's Hiſt. of England.

The Houſe, upon a diviſion, agreed to the addreſs; but when a motion was made for its being recommitted, the two parties renewed the engagement with greater keenneſs than ever; and on the queſtion being put, the reſolutions for the addreſs were carried by the ſmall majority of twenty-eight; the numbers being, two hundred and fifty-four to two hundred and twenty-ſix. On this, Sir William Wyndham roſe and ſaid, This addreſs is intended to convince mankind, that the treaty under our conſideration, is a reaſonable and an honourable treaty. But if a majority of twenty-eight, in ſo full a Houſe, ſhould fail of that ſucceſs; if the people ſhould not implicitly reſign their reaſon to the voice of this Houſe, what will be the conſequence? Will not the Parliament loſe its authority? Will it not be thought, that, even here, we are governed by a faction? And what the conſequence of this may be, I leave to thoſe gentlemen to conſider, who are now to give their vote for this addreſs. For my own part, I will trouble you no more; but with theſe, my laſt words, I ſincerely pray to Almighty God, who has ſo wonderfully protected theſe kingdoms, that he will graciouſly continue his protection over them, by preſerving us from that impending danger which threatens the nation from without, and likewiſe from that impending danger which threatens our conſtitution from within. Nor was the debate leſs animated in the Houſe of Peers; where Lord Carteret ſuggeſted, that one of the contracting powers might poſſibly have entered a proteſt or declaration, previous to the ratifying of the convention, importing, that the ſaid power acceded to ſuch or ſuch a meaſure, only upon condition that the terms of ſuch proteſt or declaration ſhould be made good. Until his mind was freed from the fetters of ſuſpicion that ſuch a paper exiſted in the preſent caſe, he could not form a juſt opinion of the tranſaction, nor communicate his ſentiments to the Houſe. This was a ſevere and an unexpected ſtroke on the adherents of the Miniſter: they endeavoured to evade his curioſity in this particular, by general aſſertions; but they had to deal with a nobleman, who was not to be put off with miniſterial ſhifts: he inſiſted on his ſuſpicions being cleared up, with ſuch perſeverance, that the Miniſtry were forced to diſcloſe a ſecret they meant to have kept from the ear of the public; and a copy of the King of Spain's declaration, made before he ratified the convention, was produced.

"*Pardo, January* 10*th* 1739.

"His Catholic Majeſty reſerved to himſelf, in its full "force, the being able to ſuſpend the aſſiento of negroes; "and for the diſpatching the neceſſary orders for the execu-"tion thereof; in caſe the Company did not ſubject itſelf to "pay, within a ſhort time, the 68,000 l. which ſhe had con-"feſſed was owing on the duty of negroes, or on the profits "of the ſhip Caroline: And likewiſe declares, That under the "validity and force of this proteſt, the ſigning of the ſaid con-"vention might be proceeded on, and in no other manner. "Wherefore, upon this firm ſuppoſition, and that it might not "be eluded on any motive or pretext whatſoever, his Catho-"lic Majeſty had been induced thereto.

"*Don Sebaſtian de la Quadra.*"

This ſhewed Lord Carteret's ſuſpicions to be well founded; and in the debate which enſued, he diſplayed great abilities, and a prodigious extent of political knowledge: he reprobated the convention in the ſevereſt terms, as did likewiſe Lord Bathurſt, who painted his country's wrongs in the ſtrongeſt point of view. The Earl of Cheſterfield expoſed all the defects of the convention, and the conduct of Adminiſtration, who, on this occaſion, was made to feel all the weight and poignancy of his ſatire. The Duke of Argyle ſaid it was infamous, treacherous, and deſtructive. The meaſure was defended with very inferior abilities, by the Duke of Newcaſtle, the Chancellor, the Earl of Cholmondeley, the Biſhop of Saliſbury, Lord Hervey, and the Earl of Ilay. Yet the addreſs was carried by a conſiderable majority; but was clogged by a ſtrong and ſpirited proteſt, ſigned by thirty-nine Peers of the firſt abilities in the nation.

To ſuch a degree of animoſity did the two parties carry their reſentment againſt each other, that the moſt eminent members in oppoſition left the Houſe, and returned no more there during this ſeſſion.

Don Geraldino, the Spaniſh Ambaſſador at London, and agent for adjuſting accounts between his Maſter and the South

Sea Company, after uſing many artifices to induce the latter to a compliance with his unreaſonable demands, at laſt had recourſe to menaces; which, however, proved ineffectual. For, on the 1ſt of March, the Company came to a reſolution to pay the King of Spain no part of the 68,000 l., unleſs he firſt came to a fair account with them for all ſeizures, captures, and detentions of their ſhips, effects and merchandize, in conſequence of the rupture in 1718, the amount of which was 225,000 l.; as alſo for the confiſcation he made in 1727, when he laid ſiege to Gibraltar, to the value of 112,000 l., which, by the treaty of the enſuing year, his Catholic Majeſty had agreed to reſtore, though the South Sea Company received afterwards but a very inconſiderable compenſation for it.

Mr Keene, the Britiſh Envoy at the Court of Madrid, exerted himſelf to the utmoſt, and preſſed the Spaniſh Miniſtry for the payment of the 95,000 l. ſtipulated by the late convention, as ſatisfaction and indemnification of the loſſes ſuſtained by the Britiſh merchants: but by the anſwers he received to his reiterated remonſtrances, he was ſoon convinced that no payment was ever intended to be made to Great Britain; and that all their aim was to gain a little time by a negociation, they had no intention ſhould ever have any friendly termination. At this very period, advice was received that our Conſuls at Malaga, Alicant, and other ports in Spain, had given directions to the Britiſh merchants and commanders of ſhips to depart as ſoon as poſſible. On this, the clamours of the nation were no longer to be withſtood; and the Miniſter was forced to take ſome meaſures to appeaſe the general diſcontent. Accordingly, on the 10th of July, his Majeſty iſſued a proclamation, ſetting forth the depredations of the Spaniards, the expiration of the term limited for the payment of the 95,000 l., and the non-payment of it; and authoriſing general repriſals and letters of marque againſt the ſhips, goods, and ſubjects of the King of Spain: But ſtill, in hopes of maintaining peace, Mr Keene had orders to repreſent to the Spaniſh Miniſter at Madrid, that notwithſtanding theſe orders, the King his maſter would not be underſtood thereby to have broken the peace; and that as ſoon as his Catholic Majeſty ſhould be diſpoſed to make the ſatisfaction demanded of him, repriſals ſhould ceaſe. To this meſſage the Miniſter replied, That the King his maſter was very far from conſidering things in the ſame light as the Court of Great Britain did; and therefore, could not help looking on the making repriſals as an act of hoſtility; and hoped, with the aſſiſtance of heaven, and his allies, he ſhould be able to ſupport a good cauſe. The Marquis de Fenelon, the French Ambaſſador at the Hague, at the ſame time declared, That the King his maſter was obliged, by treaties, to ſend an army to the King of Spain, if he was attacked by land, and a ſquadron of men of war, if he was attacked by ſea; and therefore he muſt look upon thoſe as his enemies, who were enemies to his Catholic Majeſty: He, at the ſame time, did all in his power to diſſuade the States General from taking a part with Great Britain. To this the Miniſters of the States General anſwered, That they had reſolved to take no part in the differences of thoſe powers; but that they muſt, however, ſend ſuch forces to the aſſiſtance of Great Britain, as they were obliged to do by their treaties, if they were required. Mr Keene ſoon after withdrew from the Court of Madrid, as did Don Geraldino from that of London. The Miniſter foreſeeing what was like to be the reſult of our diſputes with Spain, had taken meaſures accordingly. Diſpatches were ſent to Commodore Brown at Jamaica; a reinforcement of ſhips was ſent to Rear-Admiral Haddock in the Mediterranean, whoſe ſquadron had the good fortune to take the St Joſeph, and another ſhip from the Caraccas, each valued at 100,000 l. Many ſhips were put in commiſſion; and an embargo laid on all ſhipping in Great Britain and Ireland, in order to procure ſeamen to man the fleet. His Majeſty, by proclamation, (July 14th), recalled all his ſeamen in foreign ſervice, and offered bounties to all ſailors and landmen who ſhould enter on board his fleet.

July 21ſt, notice was given by the Lords of the Admiralty, that letters of marque, or general repriſals, againſt the ſhips, goods, and ſubjects of the King of Spain, were ready to be iſſued; and on the 23d of October, war was declared with the uſual formalities againſt Spain, to the great joy of the whole nation. (See Note 9.)

The Miniſtry, in order to diſtreſs the enemy as much as poſſible, and knowing they drew their principal, if not all their reſources for carrying on the war, from their ſettlements in the Weſt Indies, and thoſe in the South Seas, reſolved to make their principal efforts againſt them in thoſe quarters: and for this purpoſe, they planned two expeditions; the firſt to be under the command of Captain George Anſon, who then commanded his Majeſty's ſhip the Centurion; and the other to be commanded by Captain James Cornwall. The ſquadron under Mr Anſon, was to take on board a regiment of foot commanded by Colonel Bland, to ſet ſail with all poſſible expedition, and not to call at any place till they reached Java-head, in the Eaſt Indies; to ſtay there only to take on board water, and then to proceed and attack the Spaniſh ſettlements in the Philippine iſlands. Captain Cornwall's ſquadron was to be of equal force with the former, and to be diſpatched immediately. By ſailing round Cape Horn, he was to enter the South Sea, and endeavour to take ſome of the principal Spaniſh ſettlements there; after which, he was to form a junction with Commodore Anſon at Manilla, and there to aſſiſt in the reduction of the place, if not already reduced; and both ſquadrons were here to receive orders for their future operations. This was a well digeſted plan, founded on the beſt information; and it is to be lamented that the Miniſtry did not adhere to it, as unfortunately they relinquiſhed the ſending of Captain Cornwall with a ſquadron to co-operate with Commodore Anſon. An expedition was alſo concerted againſt the Spaniſh ſettlements in the Weſt Indies; and the command of the ſquadron for this ſervice was conferred on Captain Vernon, who, on this occaſion, was promoted to the rank of Vice-Admiral of the Blue. In this appointment the Miniſter had two ends in view: it pleaſed the people, with whom Admiral Vernon was held in the higheſt eſteem; at the ſame time that it freed him from a very troubleſome opponent in Parliament, where Mr Vernon had rendered himſelf very conſiderable, by loudly attacking the conduct of the Miniſter, and in the ſevereſt language blaming the tameneſs of his conduct in regard to the Spaniſh depredations. His manners were unpoliſhed; and, ſpeaking his ſentiments with a blunt freedom, he was generally eſteemed as an honeſt man, and a good officer. He was ſuppoſed to be well acquainted with the

Weſt Indies, and to know in what particular places the Spaniards were moſt vulnerable. In a debate upon the Spaniſh depredations, and inſolence there, he affirmed, that Porto Bello, on the Spaniſh main, might be eaſily taken; nay, he even undertook to reduce it with ſix ſhips only. This remarkable ſpeech was not forgotten; and his opponents rather hoped that he would diſgrace himſelf and his party, by failing in this hazardous exploit, which he had treated ſo ſlightingly, than that his endeavours ſhould be crowned with ſucceſs. Although, from his Parliamentary conduct, he had not been promoted to a flag in his turn, yet, when called upon to act for his country's ſervice, he ſeemed to forget the neglect with which he had been treated, and, with the utmoſt alacrity, prepared to embark for his deſtined command. Laying aſide all private animoſity, and ſacrificing all other conſiderations to the public welfare, he was the happy means of reſtoring the tarniſhed glory of his country, of vindicating her juſt rights, and humbling the pride of Spain; ſo that, while the naval annals of Great Britain ſhall remain, the name of Vernon will always be mentioned with gratitude and reſpect, whenever the taking of Porto Bello is mentioned.

The Admiral's inſtructions were ſigned the 19th of July; and the ſquadron allotted for this ſervice being ready, he repaired to Portſmouth, and hoiſted his flag on board the Burford. Having made a proper diſpoſition of his ſquadron, (See Note 10.) he ſailed the 24th. By contrary winds, he was conſtrained to put into Portland road, from which he ſailed the 1ſt of Auguſt, but next day was forced to come to an anchor in Plymouth ſound. The inſtructions he delivered out to the Captains under his command, do him great credit; while to diſcipline his men, and to render them expert at the great guns, as well as ſmall arms, was his daily employment. His correſpondence with his Majeſty's Miniſters, ſhews him zealouſly attached to the true intereſt of his country. The concluſion of a letter of his, whilſt he lay at Plymouth, to the Duke of Newcaſtle, one of his Majeſty's Principal Secretaries of State, is a ſtrong proof of this. "I could wiſh indeed we had "each of us a company of foot of regular troops ſent on board "us, which would have ſtrengthened us in numbers, as well

“ as had their expertneſs in handling their arms, to have in-
“ cited our new men to the imitation of them. If we ſhould
“ come into a general war with France, as well as Spain, I be-
“ lieve your Grace will have already perceived, from the diffi-
“ culty of manning theſe ſhips as they are, the neceſſity there
“ may be for having moſt of our marching regiments convert-
“ ed into marines; and if, as they become ſeamen, they were
“ admitted to be diſcharged for ſuch *, that would make a good
“ nurſery for breeding them, at a time we might probably
“ find ſuch a neceſſity for them. As I have always looked
“ upon our fleet, as what muſt not only protect our trade,
“ but ſecure us the bleſſing of a Proteſtant ſucceſſion, your
“ Grace will be ſo good as to excuſe the overflowing of a ſin-
“ cere, though it may be an imprudent zeal; being ſtrongly
“ convinced in my own judgment, that preſerving a ſuperio-
“ rity at ſea, is the beſt ſecurity for his Majeſty's government, as
“ well as of the trade and proſperity of this kingdom.” Whilſt here, he received intelligence of a Spaniſh ſquadron cruizing off Cape Finiſterre, for the protection of the Azogues fleet †, then daily expected. On this he called a council of war of all his Captains, when they were unanimouſly of opinion to attend to that information, and to ſteer a courſe the moſt likely to intercept the expected fleet. He accordingly ſailed from Plymouth ſound the 3d of Auguſt, and ſteered for the high land of Cape Ortegal, where he arrived the 9th of the ſame month. Undoubted information was here received, that the Spaniſh ſquadron had ſailed for Cadiz the 21ſt of July, and that the Azogues ſhips were not yet arrived. On this, he ſtationed the Lenox, Elizabeth, and Kent, to cruize for the latter, and ſent the Pearl to cruize off the coaſt of Portugal; and with the reſt of his ſquadron ſteered for Madeira, where he was in hopes of obtaining ſome intelligence of the fleet which the enemy expected. From this place he wrote to the Duke of Newcaſtle,

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* This piece of advice with reſpect to the marine corps, has been adopted, and found to anſwer beyond expectation.

† The Azogues fleet, are the ſhips which are ſent from Spain to America, having on board great quantities of quickſilver for the working of their mines there, and other rich merchandize; which having diſcharged, they take on board very valuable cargoes, and return to Europe.

Newcaſtle, ſaying, that he was apprehenſive, from intelligence he had received at ſea, that the enemy had detached a ſtrong ſquadron along with their galleons to the Weſt Indies, and preſſing for a reinforcement to be able to face the enemy. He declares he ſhall rather incur the cenſure of raſhneſs, than the want of zeal; and concludes, by obſerving, "Your Grace "muſt bear a ſhare in this cenſure, if I am too weak for the "work aſſigned me." Leaving this iſland, he ſteered for Antigua, where he arrived the 29th of September; and not being able to procure pilots for the Caracca coaſt, he ſailed to St Chriſtopher's. From this iſland, he detached three of his ſquadron to cruize for ſome of the enemy's ſhips, with orders to join him at a fixed time at Jamaica, and with the remainder made the beſt of his way thither. Here he received certain intelligence that the galleons were not arrived, nor the fair at Porto Bello opened. That he might be certain as to what force the enemy had in theſe ſeas, and where it was moſt proper to begin his attack, he diſpatched a ſloop with a flag of truce to the Governor of Carthagena, offering to exchange Don Pedro Elliſtagaritta, captain to the Spaniſh Admiral, (who, in the beginning of September, had been made priſoner by ſurprize by Captain Stapleton, of his Majeſty's ſhip Sheerneſs, and who remained a priſoner at Jamaica), for the agents of the South Sea Company whom the Spaniards had impriſoned; and this, rather in expectation of obtaining intelligence, than of his requeſt being complied with. Whilſt the ſloop was on this ſervice, the Admiral learned, that Commodore Brown, with four ſhips, had battered down a fort which the Spaniards were building between the Matanzes and the Havanna; and that thereupon the latter had laid an embargo on all the Engliſh factory, and on a brigantine belonging to the Aſſiento Company, which lay ready to ſail at the Moro Caſtle; and had ſent directions to do the ſame at St Jago. Soon after, he was joined by Commodore Brown, with the Hampton Court only: and having received a full account of the Spaniſh force, ſhipping, &c. and their different ſtations, and thence concluding, that the galleons were deſtined to aſſemble at Carthagena, and to proceed from that port to Porto Bello, in order to open the fair, the money being arrived from Panama for that purpoſe;

poſe; the Admiral now reſolved to begin his operations with the attack of Porto Bello, and endeavoured to procure the beſt pilots he could find on the iſland for the expedition. Mr Trelawney, the Governor of Jamaica, highly ſenſible of the importance of the intended ſervice, and anxious for the public good, gave the Admiral all the aſſiſtance in his power, ſparing him two hundred ſoldiers, under the command of Captain Newton, an active and experienced officer. In the mean time, the three ſhips which the Admiral had diſpatched from the iſland of St Chriſtopher's, arrived at Port Royal from their cruize on the coaſt of the Caraccas, without effecting any thing; their pilots being bad, the ground foul, the weather tempeſtuous, and the enemy's ports ſo well fortified, as to render any attack made by ſo ſmall a force extremely hazardous, if not altogether impracticable. Captain Knowles, in the Diamond, took a ſhip, on board of which was ſeventy-four thouſand pieces of eight, and clothing for the garriſon of St Auguſtine. The Admiral uſed the utmoſt expedition to get his ſquadron ready for ſea; and left orders for the Windſor, then on a cruize, and the Diamond, which was repairing, (and would not be ready to ſail with him), to follow with all convenient ſpeed. Having appointed the proper convoys, he ſailed from Port Royal on the 5th of November; and the day following, he iſſued the following inſtructions [For his line of battle, and deſcription of Porto Bello, ſee Note 11.] to the Commodore and Captains of his ſquadron: "Upon making "the land at Porto Bello, and having a fair wind to favour "them, and day-light for the attempt, to have their ſhips clear "in all reſpects for immediate ſervice; and, on the proper ſignal, to form themſelves into a line of battle, as directed; and, "being formed, to follow in the ſame order of battle to the "attack, in the manner hereafter directed. And as the north "ſhore of the harbour of Porto Bello is repreſented to the Admiral to be a bold ſteep ſhore, on which, at the firſt entrance, ſtands Caſtle de Ferro, or Iron Caſtle, Commodore "Brown, and the ſhips that follow him, are directed to paſs "the ſaid fort, within leſs than a cable's length diſtance; giving the enemy, as they paſs, as warm a fire as poſſible, both "from great guns and muſquetry: then Commodore Brown

" is to ſteer away for the Gloria Caſtle, and anchor as near as " he poſſibly can to the eaſtermoſt part of it, for battering " down all the defences of it; but ſo as to leave room for Captain Mayne in the Worceſter, to anchor aſtern of him a- " gainſt the weſtermoſt baſtion, and to do the ſame there; " and to follow ſuch orders as the Commodore might think " proper to give him for attacking the ſaid caſtle. Captain " Herbert in the Norwich, after giving his fire at the Iron " Caſtle, was to puſh on for the caſtle of St Jeronimo, lying to " the eaſtward of the town, and to anchor as near it as he poſ- " ſibly could, and batter it down: and Captain Trevor in the " Strafford, following the Admiral, to come to an anchor a- " breaſt of the eaſtermoſt part of the Iron Caſtle, ſo as to leave " room for Captain Waterhouſe in the Princeſs Louiſa to an- " chor aſtern of him, for battering the weſtermoſt part of the " caſtle, and continue there till the ſervice is completed, and " make themſelves maſters of it: the youngeſt officers to fol- " low the further orders of the elder, in the further proſe- " cution of the attack; and if the weather was favourable for " it, on their going in, each ſhip, beſides having its long- " boat towing aſtern, to have its barge alongſide to tow the " long-boats away, with ſuch part of the ſoldiers as could con- " veniently go in them, and to come under the Admiral's " ſtern, for his directing a deſcent with them, where he " ſhould find it moſt proper to order it. From the men's inex- " perience in ſervice, it would be neceſſary to be as cautious " as poſſible, to prevent hurry and confuſion, and a fruitleſs " waſte of powder and ſhot; the Captains to give the ſtricteſt " orders to their reſpective officers to take the greateſt care " that no gun was fired, but what they, or thoſe they particu- " larly appointed, firſt ſaw levelled, and directed the firing of " of: and that they ſhould ſtrictly prohibit all their men from " hallooing, and making irregular noiſe, that would only " ſerve to throw them into confuſion, till ſuch time as the " ſervice was performed, and when they had nothing to do " but glory in the victory. Such of the ſhips as had mortars " and cohorns on board, are ordered to uſe them in the at- " tack." About this time the Admiral ordered the Sheerneſs, Captain Stapleton, to ſail for Carthagena, with orders to look in on the back of the town, and ſee whether the galleons were ſtill in the harbour; and if he found them actually at ſea, or in a diſpoſition for ſailing, or that any ſhips of war were come to join them, then to make the beſt of his way to Porto Bello, to give the Admiral the earlieſt intelligence of his obſervations, ſo as to prevent his being ſurprized. It was the 20th of November in the night, before the Admiral got ſight of Porto Bello; and having chaſed ſome veſſels into the harbour, the enemy became apprized of his being on the coaſt; but ſo meanly did they think of his force, that they were not in dread from any attack he might make on the place. That he might not be driven to leeward, he came to an anchor about ſix leagues from the ſhore. Early on the 21ſt, he weighed anchor with the ſquadron; and the wind proving eaſterly, he plied to windward, in a line of battle a-head. About two in the afternoon, the Hampton Court getting cloſe to the Iron Caſtle, began the attack with great fury, and was ſeconded by the Norwich and Worceſter, who, in leſs than twenty-five minutes, expended upwards of four hundred ſhot. The enemy's fire gradually leſſened. On this, the Admiral, who was approaching the caſtle very faſt, made a ſignal for the boats with the ſoldiers and ſailors to come under his ſtern. By this time he got abreaſt of the caſtle; when the enemy, who had been reſerving their fire for him, received him with a complete diſcharge of all their guns and ſmall arms: the Burford was ſo cloſe, that ſhe received conſiderable damage from this fire, and had ſeveral men killed, ſome of them very near the Admiral. This fire, however, ſoon ſlackened; for that of the Admiral's ſhip and her ſeconds became too formidable for them to withſtand; and the men ſtationed in the tops took ſuch good aim, that the enemy were forced to abandon their lower batteries. On this, the Admiral made the ſignal for the boats to land, which they did immediately under the walls of the caſtle, in front of their lower battery; and although no breach was made, yet the place was happily carried by aſſault, by one man ſetting himſelf cloſe to the wall under an embraſure, whilſt another climbed up upon his ſhoulders: Thus they entered the works, and in a little time became maſters of the caſtle; for, on the ſtorming of the lower battery, the Spaniards became panic-ſtruck, and fled further up the caſtle. In the mean time, the boats returned with a freſh ſupply of men; and when the ſailors had entered the battery, they drew up the ſoldiers. The enemy ſeeing the danger they were in, no longer liſtened to the commands of their officers; ſome fled to the town, others hung out the white flag, wiſhing to capitulate; whilſt a few, more reſolute than the reſt, ſhut themſelves up in a ſtrong lodgement, reſolving to make reſiſtance. On ſeeing the white flag held out, the Admiral made the ſignal to ceaſe from firing; but, by reaſon of the eagerneſs of the men for battle, and the thickneſs of the ſmoke, it was ſome time before his orders were complied with. The enemy now ſurrendered at diſcretion, except the party who had ſhut themſelves up; but on a ſhot being fired through the door of their ſtrong-hold, they were willing to yield, and begged for quarter. Night coming on, the Admiral could now do nothing more than ſecure his conqueſt and his priſoners. From the way the wind blew, it was impoſſible for Commodore Brown and his ſhips to get up and attack Gloria and St Jeronimo caſtles; and, in ſpite of all their efforts, his diviſion fell to leeward, and was obliged to come to an anchor; but lay in readineſs to proceed to the attack as ſoon as day broke, if the wind permitted. From Gloria caſtle, the Spaniards kept firing ſome guns of their heavieſt metal at the Burford and Strafford, which did little or no damage, except wounding the fore top-maſt of the former. The Admiral ordered the fire to be returned from his lower tier. This anſwered beyond his expectation: the ſhot not only reached the caſtle, but the town, where one ball entered the Governor's houſe; others damaged ſeveral houſes, and ſunk a ſloop at anchor off the caſtle. Early on the 22d, the Admiral went on board the Hampton Court, to conſult what further could be done, and to give orders for warping the ſhips of the line up the harbour in the night, in order to attack the two caſtles the next day. To have attempted this meaſure in the day-time, would have been attended with a great loſs of men, and great damage to the ſquadron, as they muſt have been expoſed for ſeveral hours to all the guns of the enemy; but he was ſaved this trouble, by the Governor's hoiſting the white flag, and ſending a boat with a flag of truce, together with the terms on which he choſe to ſurrender the place. Thoſe were, "That the Governor would deliver up "all the fortifications, provided the honours of war were "granted to him and his garriſon; have indemnity for them-"ſelves, the town, and the inhabitants; and be permitted to "keep all the ſhips in the harbour." Theſe articles, the Admiral deemed inadmiſſible, particularly the laſt. As ſeveral of the ſhips were guarda coſtas, nay, ſome of the identical veſſels which had done ſo much miſchief to the Britiſh merchants, he reſolved to have poſſeſſion of them. With this view, he drew up ſuch terms as he reſolved to grant, allowing the Governor only a few hours to determine. Before the time elapſed, however, the terms were accepted of; and the Admiral ſent Captain Newton with two hundred ſoldiers, to take poſſeſſion of the caſtles and town, and a detachment of ſailors to take poſſeſſion of two twenty gun ſhips of war, and other veſſels in the harbour; the crews of which, ſeeing the fate of the Iron Caſtle, and deſpairing of being able to defend themſelves, landed in the night of the 21ſt, plundered the inhabitants, and committed great outrages. In this attack, the loſs of men ſuſtained by the ſquadron, were three killed and five wounded on board the Burford; the like number of each on board the Worceſter; and one man had both his legs ſhot off on board the Hampton Court. Ten thouſand dollars, which had been ſent to Porto Bello for the payment of the garriſon, fell into the Admiral's hands: theſe he immediately diſtributed among the forces, for their encouragement. By the capitulation, the town was not to be plundered, nor the inhabitants moleſted in the ſmalleſt degree. The greateſt care, therefore, was taken, that the terms ſhould be moſt punctually complied with: for which purpoſe, and in order to eradicate from the minds of the Spaniards the miſrepreſentations reſpecting the Britiſh, which had been inſtilled into them with the greateſt art, namely, that they were a perfidious and barbarous ſet of heretics, the Admiral declared, that ſuch as diſobeyed the orders iſſued on this occaſion, ſhould have no ſhare of the prize-money.

Forty pieces of braſs cannon, ten field-pieces, four mortars, and eighteen patteraroes of the ſame metal, were put on board the ſquadron, together with all their ſhot and gun-powder, except a ſufficient quantity for the blowing up of the fortifications: and all the iron artillery were rendered uſeleſs. Whilſt here, the Admiral was joined by the Diamond, Captain Knowles, the Windſor, Captain Berkeley, and the Angleſey, Captain Reddiſh. The Admiral reſolved to diſmantle the place, ſo that its name ſhould no longer be terrible, nor its forts again afford an aſylum to the enemy's guarda coſtas. He therefore entruſted Captain Knowles of the Diamond, and the honourable Captain Boſcawen, who had requeſted to ſerve as a volunteer in this expedition, (his own ſhip, the Shoreham, being unfit for ſea at this time), to act as engineers, and ſee his orders punctually complied with. They had an arduous taſk aſſigned them; for the walls of the caſtles were ſo extremely thick, and the cement ſo ſtrong, that it was a work of great labour to get the mines run under them. While this was going on, the Admiral ſent a letter to the Preſident of Panama, demanding the releaſement of the factors and ſervants of the South Sea Company who were confined at that place, together with the reſtitution of their perſonal effects, as well as thoſe of the aforeſaid Company. In conſequence of this meſſage, the Preſident ſent an officer with Mr Humphries and Dr Wright, factors, together with the ſervants of the Company, who were delivered to the Admiral at Porto Bello.

On the 6th of December, Captain Stapleton returned from his cruize off Carthagena, having taken two veſſels laden with ſtores and proviſions going to that place. The mines being now ready, were ſucceſſively ſprung with all the deſired effect; the caſtles and defences of the places being entirely demoliſhed. The Governor and inhabitants of Porto Bello expreſſed themſelves in the ſtrongeſt terms of applauſe, when they ſpoke of the humanity and generoſity with which they had been treated by Admiral Vernon, and the officers of his Majeſty's ſquadron under his command. Admiral Vernon's conduct during this expedition, ſeems well worthy of imitation, and merits to be handed down to poſterity with all the luſtre it deſerves. His courage and humanity will ever be conſpicuous; but, above all, the ardent love of his country, which was manifeſted by his ſteadily purſuing her true intereſts, and from which, no faction whatever, by rendering his actions ſubſervient to the mean artifices of a party, could ever divert him. The 13th of December the Admiral ſailed with his ſquadron from Porto Bello; and having ſtationed cruizers to diſtreſs the enemy, and bring him the earlieſt intelligence of their motions, he returned to Jamaica; having, on his way thither, diſpatched Captain Rentone with the account of his ſucceſs to England.

1740.

The Parliament met on the 15th of November 1739; and his Majeſty, in his ſpeech to both Houſes, ſaid, He had called them together ſooner than had been uſual of late years, that he might have their immediate advice at this critical juncture: that he had, in all his proceedings with the court of Spain, acted agreeably to the ſenſe of both Houſes of Parliament; and did not doubt, but he ſhould meet with a ready and vigorous ſupport in this neceſſary war, which the repeated injuries and violences committed by that nation, upon the navigation and commerce of theſe kingdoms, and their notorious violation of the moſt ſolemn engagements, had rendered unavoidable. Both Houſes returned moſt loyal and affectionate addreſſes; and aſſured his Majeſty of their hearty ſupport. The members who had ſeceded after the addreſs of approbation of the convention with Spain, reſumed their ſeats; and Mr. Pulteney thought proper to vindicate their conduct on that occaſion, by ſaying, "They thought that ſtep was neceſſary, as af-
" fairs then ſtood, for clearing their characters to poſterity,
" from the imputation of ſitting in an aſſembly, where a de-
" termined majority gave a ſanction to meaſures evidently to
" the diſgrace of his Majeſty and the nation: that their con-
" duct was fully juſtified by the declaration of war againſt
" Spain: that any further vindication would be ſuperfluous;
" for every aſſertion contained in it had been fulfilled, almoſt
" in the ſame words inſiſted upon by thoſe who oppoſed the
" convention: every ſentence is an echo of what was ſaid in
" our reaſonings againſt that treaty: every poſitive truth which
" the declaration lays down, was denied with the utmoſt con-
" fidence by thoſe who ſpoke for the convention: and ſince
" that time, not one event has happened, which was not then

" foreſeen and foretold." The Miniſter's anſwer to Mr. Pulteney, by no means did away the ſtrong truths which he had aſſerted. He ſaid, " He did not regret the ſeceſſion; as to-" wards the end of the laſt ſeſſion, ſome acts had paſſed much " to the intereſt of the nation, and which were greatly for-" warded and facilitated by their abſence; and if they now re-" turned only to oppoſe and perplex, he ſhould not be ſorry " to ſee them ſecede again." Notwithſtanding all the encouragement held out by Government, for ſeamen to enter into the Royal Navy; yet, in general, ſo great is their averſion to the ſervice, that, on the breaking out of every war, Government are obliged to adopt meaſures to man the fleet, which ſtate-neceſſity alone can give a ſanction to. Strange! that a nation, whoſe very exiſtence depends upon the preſervation of its naval influence, ſhould never yet have been able to deviſe the proper means to obviate the cauſe, or cauſes, which occaſion this general diſlike among ſeamen to ſerve in the Royal Navy. A laudable effort to this purpoſe was made this ſeſſion of Parliament; and a bill was brought into the Houſe of Commons, by Sir Charles Wager, then firſt lord of the Admiralty, for regiſtering all the ſeamen and watermen in Great Britain. But, unfortunately, it was framed in ſo very exceptionable a manner, that it was warmly oppoſed by a great number of reſpectable members; and by none more than Sir John Barnard, who ſaid, That if the bill ſhould paſs, a ſailor and a ſlave would become terms of the ſame ſignification; and if ſuch a bill was become neceſſary, it was only ſo by the fault of thoſe who propoſed it. That it was impoſſible to hear the bill read, without being alarmed at an open attack on the liberty of many thouſands. If the deſign was to propagate ſlavery, and regiſter one ſet of men after another, let the ſailors be the laſt to loſe their freedom; let the firſt regiſter be filled with the deſpicable names of penſioners, placemen, ſycophants, and dependents. A regiſtered ſeaman, by this bill, muſt appear whenever he is ſummoned, whatever the circumſtances of his family, or the ſtate of his private affairs are; and if he ſhould by his induſtry acquire a fortune, or an ample inheritance deſcend to him, he may be torn from his poſſeſſions, and forced into hardſhips, which few would undergo, but from the ſenſe of fear or want. Nor was it leſs detrimental to the merchant than the ſailors, who might be taken out of merchant-ſhips in America, and conſequently the merchants be diſabled from bringing their effects home. The bill was ordered to be printed; this did not augment the number of its friends: for, on its ſecond reading, a freſh debate aroſe; and the evil tendency of the bill was ſo clearly demonſtrated, that it was thrown out.

On the 12th of March, Captain Rentone of the Triumph ſloop, arrived with Admiral Vernon's diſpatches, giving an account of his ſucceſs in the Weſt Indies. Never did news afford ſuch univerſal joy; the whole nation was elated beyond deſcription; bonfires, illuminations, and rejoicings, were to be heard of every where. Both Houſes of Parliament preſented congratulatory addreſſes to his Majeſty on this occaſion; and their example was followed by the cities of London, Briſtol, and moſt of the principal cities and towns in the kingdom. Both Houſes of Parliament voted their thanks to Admiral Vernon, for the taking of Porto Bello; and the city of London voted him the freedom of the city, to be preſented in a gold box, for the ſervices he had rendered to his country. The Commons were as liberal in their grants as could be wiſhed. In the courſe of the Seſſion, they voted twenty-eight thouſand land-forces, excluſive of the new levies, and a ſtrong body of ſeamen; the money voted for the ſervice of the current year, amounted to the ſum of 5,017,651 l. 5 s.; granting, at the ſame time, ample ſupplies to the navy. More ſhips were put in commiſſion; and the royal bounty to encourage ſeamen to enter on board the fleet, was increaſed to two guineas for every able-bodied ſeaman, and thirty ſhillings for every ordinary one. A number of merchant ſhips were taken into the ſervice of Government as tranſports: in ſhort, ſuch ſteps were adopted by Adminiſtration, as afforded the nation hopes that the war would be carried on with vigour. Captain Rentone, who brought home Admiral Vernon's diſpatches from Porto Bello, was preſented with two hundred guineas, and promoted to the rank of poſt-captain. It would have been fortunate for the intereſt of Great Britain, on ſeveral occaſions, and on none more than the period we now are ſpeaking of, if, when an Adminiſtration is forced, by the voice of the people, or other concurrent circumſtances, to enter into a war contrary to their opinion or inclinations, they ſhould quit the helm of affairs, and leave the management of it to others more hearty in the cauſe. By continuing to direct, they employ their own particular friends, who are ſuppoſed to be devoted to their intereſts. If their meaſures prove unſucceſsful, they fail not to be ſeverely commented upon by the adverſe party: and frequently great art has been uſed to impreſs the minds of the people with ſuſpicions, that the Miniſter has ſacrificed the intereſt and glory of the nation to preſerve his political influence. If the Miniſtry had perſevered, and carried into execution the plans that had been ſo wiſely laid for them, of ſending the expeditions to the Eaſt Indies, and the South Seas, under the commands of Captains Cornwall and Anſon, Spain would have been completely humbled, and glad to comply with all our demands to obtain peace: but, for reaſons beſt known to themſelves, the former was entirely abandoned, and the latter fitted out in a way ſo very different from what was at firſt intended, and ſent with a force ſo extremely feeble and diſproportionate to ſuch ſevere ſervice, that, to thoſe who knew ought of the difficulties he had to encounter, ſucceſs was not to be hoped for. Nay, after they had come to the reſolution of ſending the expedition againſt the Spaniſh ſettlements in the South Seas, Captain Anſon was detained from January to September, at Spithead, on the moſt frivolous pretences; and ſo little care was taken to conceal his deſtination, that the enemy were fully apprized of it. They accordingly took every meaſure in their power to render the enterpriſe abortive. Adminiſtration did not liſten with ſufficient attention to the repreſentations of profeſſional men, otherwiſe they had obviated all the delays which had been unneceſſarily thrown in the way; and Captain Anſon, with his ſquadron, would not have been ordered to ſail ſo as to arrive off Cape Horn in the moſt tempeſtuous ſeaſon of the year. Had all his ſhips reached the appointed rendezvous in the South Seas, the probability was, that they would have been ſo crippled by ſtorms, as to be in a great meaſure unfit for ſervice. In order to defeat our deſigns in South America, the Spaniards, as ſoon as they learned for certain of Captain Anſon's deſtination, equipped a ſtrong ſquadron of ſhips of war; embarked in them a regiment of infantry, and ſent them, under the command of Admiral Pizzaro, in purſuit of Captain Anſon. This ſquadron experienced ſtill more diſaſters than the one they were ſent to defeat. They had only four months proviſions on board, and were ſo completely ruined by the ſucceſſion of hurricanes they met with, that they never rendered the ſmalleſt ſervice; nay, even of the regiment they had on board, not a company ſurvived to land in America. An old regiment of infantry made a part of the original plan of force with which Captain Anſon was to be furniſhed. This, too, became well known to the Spaniards; and as it was to be commanded by an officer of experience and abilities, gave the enemy great and juſt uneaſineſs. But their apprehenſions did not laſt long;—too ſoon were they freed from them. This moſt excellent meaſure was laid aſide, and, in its place, the moſt abſurd and cruel one ſubſtituted that ever entered into the mind of man. Indeed it ſavours ſo much of folly or madneſs, that poſterity will ſcarcely credit it, when informed, that the military force ordered to replace the old regiment, conſiſted of ſome hundreds of invalids, collected from the out-penſioners of Chelſea Hoſpital. Sure, never was a meaſure ſo ſtrongly fraught with the groſſeſt cruelty and ignorance. Unfortunate veterans! to ſurvive the glorious victories of the Boyne, and of Blenheim, only to be dragged, in their old age, from their retirements, with their wives and families, ſubſiſting, as they did, on the ſcanty pittance allowed by their country, and which they had dearly earned. How cruel, to be forced, with all their infirmities, to go on a ſervice that required the fulleſt vigour of youth and ſtrength to encounter! What muſt the different nations of Europe have thought of the heads and hearts of an Adminiſtration capable of acting in ſuch a manner to thoſe brave men who had truly ſacrificed their beſt days in the ſervice of their country! Vain were the repreſentations which Sir Charles Wager, the firſt Lord of the Admiralty, made on this head to the Miniſtry. He loved his country, and felt for its honour; he knew that ſuch troops, ſo far from being ſerviceable to the enterprize, muſt neceſſarily prove a great clog to its ſucceſs: but the anſwers he received were ſuch as ſoon convinced him, that the meaſure was obſtinately to be adhered to. An account of this extraordinary and curious expedition, the reader will ſind under the occurrences of the year 1744, when Commodore Anſon returned to England. In the courſe of this Summer, Sir John Norris was ſent out with a ſtrong fleet to the coaſt of Spain, of which we ſhall hereafter give an account. But what ingroſſed the attention of the public moſt, was the expedition planned to be ſent to the Weſt Indies. Blake or Raleigh were never more the favourites of the nation, than Admiral Vernon was at preſent; and the Miniſtry knew that nothing could be more popular than powerfully to ſecond and follow up the blow he had already ſtruck againſt the Spaniards in the Weſt Indies. Early this year, the Miniſtry reſolved to ſend a ſtrong military force to Jamaica, to arrive there juſt as the hurricane months were over. The choice of the place moſt proper to be attacked, was left entirely to Admiral Vernon, on whom the command of the fleet was conferred; as was that of the troops on Major-General Lord Cathcart, an officer of very great abilities and experience, and in every reſpect adequate to ſo important a charge. For this part of the ſervice only two old regiments of infantry were allotted; to theſe were to be added ſix newly raiſed regiments of marines; and the better to diſcipline them, and to prevent deſertion, they were encamped for ſome time in the Iſle of Wight, until the fleet which was to eſcort them to their deſtination was got ready. Theſe troops were to be farther reinforced at Jamaica by a corps of three thouſand men raiſed in the North American colonies, and commanded by Colonel Spottiſwood, to whom Lord Cathcart had wrote, making very liberal offers to ſuch as choſe to inliſt in this ſervice. The fleet which was to eſcort Lord Cathcart and the troops to the Weſt Indies, conſiſted of ſix ſhips of the line only: But as the ſteps for this expedition were taken with very little privacy, the Spaniards ſoon obtained intelligence of it; and, ſo early as the 10th of July, they detached a ſtrong ſquadron, with a conſiderable body of land forces, and ſtores of all ſorts on board, under the command of Don Roderigo de Torres, to the Weſt Indies. They even did more; for they prevailed on the Court of Verſailles to publiſh their ſentiments and intentions, which they did in a reſcript ſent to all their miniſters reſident at the different European Courts. In this they avowed their friendſhip and ſtrict alliance with the Court of Madrid, and that they could not peaceably bear to ſee Great Britain forming new ſettlements, and making conqueſts in the Weſt Indies*; and they ſoon after ſent no leſs than three ſquadrons of ſhips of war to that part of the world. Fortunately for Great Britain, the ſhips of both French and Spaniards were not in a good condition, and their ſtock of proviſions diſproportioned to the enterprize. The firſt ſquadron the French ſent, conſiſted of four ſhips of the line, under the command of the Chevalier de Neſmond, and ſailed from Breſt the 28th of July. The ſecond ſailed from the ſame port about the end of Auguſt, under the command of the Marquis d'Antin, and conſiſted, in all, of eighteen ſhips; but meeting with a ſtorm ſoon after their departure, two or three of their largeſt ſhips were ſo much diſabled, that they were obliged to return to Breſt. The third ſquadron ſailed from Toulon on the 25th of Auguſt. It conſiſted of fifteen ſhips of war in all, and was commanded by the Chevalier de Roche-Allard. They touched at Malaga the 24th of September, and on the 26th they paſſed the Straits. Upon opening their orders, they found that four of their largeſt ſhips were ordered to return to Toulon; the reſt proceeded on their voyage. The three ſquadrons arrived at Martinico in September and October. That under the command of the Chevalier de Neſmond encountered a ſevere ſtorm juſt before it reached Martinico, in which the ſhips were greatly damaged. During this tempeſt, the French iſlands ſuffered ſo much, that they could not afford the neceſſary ſupplies for ſo large a fleet: this was a great diſappointment to the commanders, and tended much to retard their operations. But this expedition was in a great meaſure defeated by another ſtorm, with which the fleet was overtaken on its voyage from Martinico to Hiſpaniola, in which it ſuſtained ſo great a loſs, that before it could be put in a condition to act in conjunction with the Spaniards, the fleet under Sir Chaloner Ogle, with the troops and ſtores, were arrived at Jamaica. The French fleet was in great want of proviſions; the iſland of Hiſpaniola could not afford them a ſufficient ſupply; and the Britiſh Miniſtry, by a well-timed embargo in Ireland, prevented the ſhips which the French

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* Annals of Europe, Vol. III. p. 394.

French had loaded at Cork from coming to their relief. There is no doubt but the Britiſh nation had reaſon to be alarmed for the ſafety of their ſettlements in the Weſt Indies, conſidering the great military force which France and Spain had aſſembled there; for they were convinced that the Court of Verſailles would not fit out ſuch ſtrong fleets without ſome deſign: and, that France intended to act in conjunction with the Spaniards at this time, is certain. Why this plan was ſo ſuddenly given up, and other meaſures adopted, has never been well accounted for. But the Emperor of Germany dying on the 20th of October this year, it is conjectured that this event gave a new turn to the deſigns of the Court of Verſailles, occaſioned the recal of their fleet, and poſtponed the rupture with Great Britain; their whole attention being inſtantly turned towards Germany and Italy. The Spaniſh ſquadron under the command of Don Roderigo de Torres arrived at St Juan de Porto Rico about the middle of September, greatly damaged by a violent ſtorm, in which they loſt two ſhips of war. The repairing of their fleet took them up a conſiderable time; but this being accompliſhed, they proceeded directly to Carthagena, where Don Roderigo landed the reinforcements from Old Spain; and, leaving a ſtrong detachment of his ſquadron under the command of Don Blaſs de Leſo, for the greater ſecurity of the place, ſailed with the remainder for the Havannah, ſuppoſed to be with the deſign of forming a junction with the French ſquadron under the Marquis d'Antin, and to act agreeably to their orders. But ſoon after the arrival of Sir Chaloner Ogle at Jamaica, the French ſquadron returned to Europe in great diſtreſs, and left their good friends and allies to make the beſt defence they were able for themſelves.

WEST INDIES.—*Jamaica Station.*

We left Admiral Vernon, laſt year, making the beſt of his way, with the ſquadron under his command, from Porto Bello to Jamaica: ſoon after which, the fleet was diſperſed by a violent ſtorm; ſo that only the Hampton Court, who had ſprung her main-maſt, arrived at Port Royal with the Admiral: the Strafford and Angleſey came in a few days afterwards, much damaged. From the very bad condition of the maſts and rigging of the Worceſter, Windſor, Princeſs Louiſa, and Diamond, together with the Spaniſh prizes, the Aſtrea and Triumph, the Admiral judged they could not reach the iſland; and knowing them to be extremely ſhort of proviſions, he went aſhore himſelf, and ordered his own ſhip, the Burford, to proceed to ſea in queſt of the miſſing ſhips, having ſent on board proviſions, ſtores, and all ſorts of neceſſaries to accommodate them. The Captain had orders to examine all the harbours in the neighbourhood of Porto Bello, leſt any of the ſhips might have failed of making that harbour. His good intentions were fruſtrated by a misfortune which befel the Burford. Having nearly reached her deſtination, ſhe, through the ignorance of the pilot, run againſt a coral rock, two leagues to the leeward of Point Canoa, and in ſight of Carthagena. Nothing but the experience and good conduct of the Captain and officers ſaved the ſhip; ſhe was, by their exertions, got off, but received ſo much damage, that the Captain was under the neceſſity to make the firſt port he could. He tried to get into Porto Bello, but the weather would not allow him: he therefore made for Jamaica, and, with the utmoſt difficulty, reached Port Royal the 6th of February. There he found all the crippled ſhips he had been ſent in queſt of, except the Triumph ſloop of war, which had foundered near Sambala Keys; but the officers and men were ſaved by the ſhips in company. The Admiral, on his return to Jamaica, found the Greenwich, which had arrived with four bomb-ketches, ſome fire-ſhips, and alſo ſome ſhips from England, a little time before him. He loſt no time in preparing the ſquadron for ſome new enterprize; and finding that the Burford was not in a condition to proceed to ſea, he hoiſted his flag on board the Strafford, and, with the Princeſs Louiſa, Windſor, Greenwich, and Norwich, together with the bomb-ketches, fire-ſhips, &c. put to ſea on the 25th of February, leaving orders with Captain Watſon of the Burford, to follow him as ſoon as the ſhip was repaired, and to bring the Torrington along with him. The Admiral left the other ſhips of his ſquadron for the protection of the iſland, under the command of Commodore Brown. It was ſoon learned that the Admiral meant to bombard the city of Carthagena. What good purpoſe this could anſwer, is not very clear; and poſſibly the Admiral might be actuated to offer this inſult to the Spaniards, in reſentment of a letter which he had received from the Spaniſh Admiral there, Don Blaſs de Lezo, concerning his demoliſhing the forts at Porto Bello, couched in very diſreſpectful terms. The Admiral got ſight of the high land of St Martha, on the Spaniſh main, on the 1ſt of March; and, after ordering Captain Wyndham, of the Greenwich, to ply up in the night, and ly to windward of that port, the better for intercepting whatever might be going in there, he, with the reſt of the ſquadron, bore away, with an eaſy ſail, for Carthagena. On the 3d he was joined by the Falmouth, Captain Douglas; and that evening he anchored before the town with his ſquadron, in nine fathoms water, in an open bay, called Playa Grande. Having reconnoitred the place, he made a diſpoſition of his bomb-ketches; and on the 6th, they, with their tenders and veſſels to aſſiſt them, were ordered in to bombard the place; which they continued doing till nine the next morning. The ſquadron received no ſort of damage from the town; but the ſhells from the bomb-veſſels injured many of the houſes, and in particular the cuſtom-houſe, the Jeſuit's college, and the cathedral church. The enemy, like ourſelves, expended much powder and ſhot to little purpoſe. The inhabitants, as uſual in ſuch caſes, were dreadfully frightened; and as the Britiſh ſquadron was of too ſmall force to do any thing more here, the Admiral gave orders for the next general rendezvous to be Porto Bello, or off the mouth of the river Chagre; and, making the ſignal for the line of battle, coaſted along the ſhore towards Bocca Chica, the Admiral making ſuch obſervations on the coaſt and forts (which fired at the fleet as they paſſed, but without effect) as might be of ſervice in any future attack againſt this place. Having received intelligence that Don Blaſs had ordered the Vizara ſhip of war, commanded by Don Joſeph de Herrera, to come and join him, and that the St Jean, another Spaniſh ſhip of war, and a ſnow, was to accompany him; Mr Vernon, anxious to intercept theſe ſhips, ordered Captain Berkeley in the Windſor, with the Greenwich, Captain Wyndham, to cruize off the port of Carthagena for this purpoſe, and at the ſame time to watch the motions of the galleons. The Admiral then made ſail for Porto Bello to repair his ſquadron, and take in water. On the 13th, the Diamond, Captain Knowles, joined the ſquadron. The Admiral ordered Captain Knowles to go on board of the Succeſs fire-ſhip, accompanied by the brig tender, to proceed to the mouth of the river Chagre, take the ſoundings, reconnoitre the fort, and then to return, and report as to the manner in which the fort could be attacked by the ſquadron with the greateſt probability of ſucceſs. Some ſmall ſhips of war were alſo diſpatched to block up the harbour, and hinder, if poſſible, any of the guarda coſtas or privateers from putting to ſea. The Admiral's ſhip, together with the Norwich and bomb-ketches being watered, they put to ſea on the 22d, and were the better enabled to proceed on the expedition, as Mr Vernon, during his ſtay at Porto Bello, had procured an accurate chart of all the coaſt, from Porto Bello to Chagre, and of the mouth of that river, (See Note 12.) and the ſhoal before it. Theſe he obtained from Lowther the pirate, who, by doing this piece of ſervice to his country, had his Majeſty's pardon granted him, and leave to return to England. The Admiral left orders for the remainder of his ſquadron, at Porto Bello, to follow as quickly as poſſible. An accident happening to the fore-top-ſail yard of the Strafford, retarded the Admiral's progreſs; but, that no time might be loſt, he ordered Captain Herbert, in the Norwich, to proceed with all the ſail he could, and enter the river Chagre, taking with him the bomb-ketches, fire-ſhips, and tenders under his command, and to follow ſuch inſtructions as Captain Knowles ſhould give him for placing the bomb-veſſels, and for cannonading the caſtle of St Lorenzo. By three in the afternoon of that ſame day, Captain Herbert came to an anchor in the river, and began to batter the caſtle; and Captain Knowles began the bombardment the ſame evening. By ten o'clock that night, the Admiral, in the Strafford, got in; and, before morning, was joined by the Princeſs Louiſa and Falmouth. The bombardment was continued; and the ſhips of the line kept firing leiſurely the guns of their lower tier till the 24th, when the Spaniards hung out a white flag, and the place was ſurrendered by capitulation. The Admiral appointed Captain Knowles governor of the place, and ſent him aſhore with five lieutenants, and one hundred and twenty men as a garriſon; who, by three in the afternoon, had poſſeſſion given him of the caſtle, forts, and cuſtomhouſe. The next day the Admiral came aſhore, and gave orders for ſhipping on board the ſquadron, ſuch goods as were found in the town and cuſtomhouſe, and ſuch as were intended for loading of the galleons: theſe conſiſted of two thouſand eight hundred and ninety-two ſerons, two buts, and five hogſheads of cocoa; one thouſand two hundred and forty ſerons, four buts, four hogſheads, and twelve puncheons of Jeſuits bark, and three hundred and twenty-ſeven bales of Vigonia wool; the whole valued at 70,000 l.; beſides plate, and other valuable merchandize, to a conſiderable amount. The two guarda coſta ſloops found here, being the only remaining ones in thoſe ſeas, were ſunk; firſt having their decks broke up, and being otherwiſe rendered uſeleſs. The cuſtomhouſe being cleared of the merchandize, by the 28th, was filled with combuſtibles, ſet on fire, and conſumed; and next day, eleven braſs guns, and as many patteraroes, were ſhipped on board the ſquadron. Mines having been run under all the fortifications, and filled with powder, the garriſon was withdrawn, and fire ſet to the train, by which, in a few minutes, all the works were completely demoliſhed. On the 30th, the Admiral put to ſea with all his ſquadron. Next day, being off Porto Bello, he was joined by the Windſor and Greenwich, from their unſucceſsful cruize off Carthagena; and on the 2d of March by the Burford from Jamaica. He had received intelligence, that ſome Spaniſh ſhips of war from Ferrol, were arrived at St Juan de Porto Rico, with the viceroy of Santa Fé on board; and, imagining that the viceroy would chuſe to land at St Martha, which was within his government, before he proceeded to Carthagena, he detached the Windſor, Burford, and Greenwich, under the command of Captain Berkeley, to cruize to windward of St Martha, in hopes of intercepting this fleet. But the Spaniards uſed ſuch precaution, that they eſcaped our ſhips, and landed the viceroy ſafely at Carthagena, who brought a reinforcement to the garriſon of ſix hundred ſoldiers. Admiral Vernon ſoon after returned with his ſquadron to Jamaica. This ſecond blow given to the Spaniards by Admiral Vernon, raiſed him to the higheſt degree of reputation with his countrymen of all denominations. Even the miniſtry paid him far greater compliments than ever were paid to the commander of a ſquadron before. They informed him, that his Majeſty was ſo fully perſuaded of his zeal for the public ſervice, and of his good conduct, in taking ſuch meaſures as would moſt effectually conduce thereto, *that he left it entirely to his diſcretion, to act againſt the Spaniards, in ſuch a manner, and in ſuch places, as ſhould appear to him beſt for anſwering the ends propoſed by his former orders.* And the Duke of Newcaſtle further told him, that he had received particular commands, to aſſure him of his Majeſty's entire approbation of his conduct in the late expedition, and of the humanity with which he had treated the inhabitants after the reduction of Porto Bello.

Admiral Vernon receiving advice from Lord Tyrawley, the Britiſh Ambaſſador at Liſbon, that a ſquadron of Spaniſh ſhips of war had ſailed from Cadiz, ſuppoſed to be for the Weſt Indies; he got ready as many ſhips as he poſſibly could, and, with them, put to ſea on the 6th of June, ſteering for the high land of St Martha, in hopes of intercepting them before they reached Carthagena. The weather was very ſtormy; the Windſor loſt her fore top-maſt, and was obliged to return to Jamaica to refit: the ſquadron made the land in a few days; but as the wind continued to blow hard, they ſuffered a good deal in their rigging; and hearing no account of the enemy, the Admiral quitted that ſtation, and ſteered for Port Royal, where he arrived the 21ſt. The ſhortneſs of this cruize gave the Admiral's enemies a great handle againſt him; and many alleged that his zeal for the public ſervice began to abate. He ordered one of his cruizers to look into the harbour of Carthagena; but they found that no fleet had arrived there: they fell in, however, with a French veſſel, on board of which they found the South Sea factors, who had been ſo long detained at Carthagena. They had at laſt obtained leave to embark in this veſſel, upon a promiſe of paying one hundred piſtoles for their paſſage to Rio de la Hacha, from whence they were to find their way to Jamaica, in the beſt manner they could: they gladly came on board the Engliſh ſhips, which greatly ſhortened their voyage. The Worceſter and Falmouth being on a cruize, took a Dutch ſhip to the weſtward of Cuba: ſhe had been hired to bring over the new Viceroy of Mexico, who having eſcaped in a ſloop, had, in his hurry, left behind him his crown, ſceptre, and other regalia, together with his jewels and money in ſpecie, to the value of near 10,000 l. From a want of ſtores, and other neceſſary ſupplies, Admiral Vernon could only ſend his frigates out to cruize; but on the 5th of September, he had the good fortune to be joined by the ſtore ſhips from England, under convoy of his Majeſty's ſhips Defiance and Tilbury. On the 3d of October, he proceeded to ſea with a part of his ſquadron on a cruize, and on the 19th of that month, he luckily fell in with eight ſail of tranſports, under convoy of his Majeſty's ſloop the Wolf, with land forces from North America: theſe he conducted ſafe to Jamaica; where he ſoon after had intelligence of the arrival of the Spaniſh ſquadron, under Don Roderigo de Torres, at Carthagena, and of the French ſquadron under the Marquis d'Antin, at Port Louis; ſo that he found himſelf hemmed in between two ſquadrons, each of which was ſuperior to him in ſhips, and number of men; one a declared enemy, and the other, as he had great reaſon to ſuſpect, a ſecret one*. As ſoon as the French ſquadrons reached Martinico, an embargo was laid on all the ſhips in the iſland, by which a great many men were raiſed; and all their meaſures indicated that they were ſoon to proceed on ſome important expedition. In their voyage from Martinico, they met with a violent ſtorm, and put into Port Louis to refit their ſhips, and procure proviſions; which laſt, however, they found it next to impoſſible to obtain, as the tempeſts of this year had, in a great meaſure, deſolated all the French ſettlements in the Weſt Indies. Admiral Vernon was in a manner ſhut up at Jamaica the remainder of this year, and waited with the greateſt impatience for tidings of Sir Chaloner Ogle and Lord Cathcart. The fleet deſtined to eſcort Lord Cathcart, and the troops under his command, to the Weſt Indies, was to be commanded by Rear-Admiral Balchen. The end of July, and the beginning of Auguſt the troops broke up their encampment in the Iſle of Wight, and embarked on board tranſports; and on the 23d of Auguſt the fleet ſet ſail from St Helen's, but the wind coming contrary, they were obliged to put back the 25th. On the 4th of September, they again put to ſea; but they were even more diſtreſſed than before; for the wind not only became contrary, but increaſed to a ſtorm: ſeveral of the ſhips ran foul of each other, and, having received conſiderable damage, they were once more conſtrained to return to St Helen's. In the end, theſe diſaſters proved very fortunate, both for the nation and and this armament; for it was ſoon after known, that the Spaniards and French had ſent very powerful ſquadrons to the Weſt Indies; and, from every appearance, it was judged that they had orders to act in conjunction. The fleet which Admiral Balchen had with him, conſiſting of but one third rate, five fourth rates, and one ſixth rate, was by no means a match for ſo great a force: a new plan, therefore, was adopted, and a new commander of the fleet appointed. Sir John Norris having returned from his expedition, Rear Admiral Sir Chaloner Ogle, who had been with him, was now ordered to take the command of the fleet intended to eſcort the army to its deſtination, and which was now increaſed to nine ſhips of eighty guns, five of ſeventy, ten of ſixty, and one of fifty, two hoſpital ſhips, and ſix fire-ſhips. The getting of this fleet in a proper ſtate for the ſervice they were going on, occaſioned a long delay; ſo that it was the 26th of October before they ſailed from St Helen's. They cleared the Channel; but when about ſeventy leagues to the weſtward of the Start, latitude 47. 54, on the 31ſt they met with a violent gale, in which the Buckingham, the Superbe, and the Prince of Orange, were ſo much damaged, that the firſt was obliged to return to Spithead, and the other two to make the beſt of their way to Liſbon, to which port the Admiral ſent the Cumberland to eſcort them. The miſfortune

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* From the moſt authentic papers which were intercepted, it is now known that the Marquis d'Antin's orders were to join the Spaniards, and to act as a joint council of war ſhould determine.

fortune attending theſe ſhips was attributed to the newneſs and ſtiffneſs of their ſails, which did not eaſily ply with the wind, and therefore bore ſo hard upon the maſts, as to break or ſpring them; for none of the tranſports ſuffered any damage. The fleet arrived at Prince Rupert's Bay, in the iſland of Dominica, one of the Caribbee iſlands, on the 19th of December; and the day following, the expedition ſuſtained a very great loſs in the death of Lord Cathcart, occaſioned by a bloody flux, of which he had been taken ill on the 8th of that month. His Lordſhip had been at very great pains to procure all poſſible information with reſpect to the ſituation and ſtrength of the enemy's fortreſſes in America; he was greatly beloved by the troops, on account of his humanity, generoſity, and affability; and poſſeſſed of every neceſſary requiſite for the Commander in Chief of ſuch an enterprize; ſo that his death was conſidered as a national misfortune. The loſs of this nobleman was not the only one which the expedition ſuſtained; as about the ſame time, Brigadier General Spottiſwood, who had raiſed a large body of troops for this ſervice in North America, died in Virginia: he was an excellent officer, and, by his experience and prudence, might have greatly contributed to the ſucceſs of his Majeſty's arms in the Weſt Indies. Rear Admiral Ogle ſailed on the 27th to St Chriſtopher's, the place of rendezvous for his fleet: here he picked up ſome ſtraggling tranſports; and the next day the whole fleet ſailed for Jamaica. A few days afterwards, being near the weſt end of the iſland of Hiſpaniola, they deſcried four large ſhips: on which the Admiral made the ſignal for the Prince Frederick, Orford, Lyon, Weymouth, Auguſta, and another ſhip of the line, to give them chaſe. At four in the afternoon, the four ſhips hoiſted French colours, but did not ſhorten ſail; ſo that it was ten o'clock at night before the Britiſh ſhips came up with them. The Prince Frederick being the headmoſt, hailed one of the ſhips in Engliſh, and then in French; but, not deigning to return an anſwer, Lord Aubrey Beauclerk ordered a ſhot to be fired at them, and ſoon after another. On firing the ſecond ſhot, the French ſhip, in an inſtant, opened all her ports, and poured a complete broadſide into the Prince Frederick, which ſhe immediately returned. The Orford ſoon after came up; and both ſhips engaged the four French ones for near an hour and a half: there being but little wind, it was ſome time before the other ſhips could ſhare in the action: but the Weymouth having got up juſt as the Orford's main top-maſt was ſhot away, ſhe immediately joined in it. Captain Knowles went on board the Prince Frederick, and adviſed Lord Aubrey to make the ſignal to deſiſt, he being certain they were French ſhips of war. This was accordingly done; but the French continuing to fire afterwards, the action was renewed for half an hour more, when both parties gave over firing by conſent. As ſoon as it was day, Lord Aubrey Beauclerk being the ſenior officer, made a ſignal for all the other Captains to come on board his ſhip; and having aſked their advice, what was proper to be done, they were of opinion, that an officer ſhould be ſent on board the enemy, to know for certain what they were. Accordingly, Lord Aubrey ſent an officer on board of the Commandant, who having learned that they were French, aſked, Why they did not anſwer when they were hailed? They pretended that they did anſwer, and would complain of the uſage they had received. On board the Prince Frederick, there were four men killed, and nine wounded; on board the Orford, ſeven men killed, and fourteen wounded; on board the Weymouth, two men killed. The other ſhips did not ſuſtain any loſs; but the Prince Frederick and Orford were much damaged in their maſts, yards, and rigging. The French ſhips appeared very much ſhattered; and their Commodore, on being hailed by Lord Auguſtus Fitzroy, expreſſing a hope that few of his men had been killed; he replied, but too many. Our ſhips proceeded to rejoin Sir Chaloner Ogle, who, with the fleet, arrived at Jamaica the 7th of January 1741.

NORTH AMERICA.

General Oglethorpe, the Governor of Georgia, having received intelligence which he thought he could rely upon, that the Spaniſh garriſon at St Auguſtin in Florida was feeble, and in want of proviſions and ſtores, thought it would be a fit opportunity to endeavour to diſpoſſeſs the Spaniards of that colony. For this purpoſe, he went in perſon, in the month of February, to Charleſtown, South Carolina, and communicated his plan to the Governor of that province, and to the Commander of his Majeſty's ſhips then on that ſtation, (See Note 13.) They readily promiſed to give all the aſſiſtance in their power. The Aſſembly being met at the time General Oglethorpe was there, it was judged proper to lay the ſcheme before them. This done, they agreed to ſecond the propoſal with their beſt endeavours; and it was accordingly ſettled, immediately to raiſe a regiment there, conſiſting of four hundred men, with a troop of rangers; to purchaſe preſents for five hundred Indians, and proviſions for three months for the troops, together with arms, ammunition, and every other requiſite for the expedition. The command of the regiment was beſtowed upon Alexander Vanderduſſon, Eſq. General Oglethorpe, full of the moſt ſanguine expectations of ſucceſs, returned to Savannah, in order to get the quota of the troops, &c. which was to be furniſhed by Georgia, in readineſs for the expedition. The general rendezvous of the forces for this ſervice, was appointed to be at the mouth of the river St John, the whole to be there by the 9th of May. The firſt enterprize they went upon, was the taking of St Francis de Pupa, a little Spaniſh fort ſituated about ſeventeen miles from St Auguſtin; in it was found a garriſon of a ſerjeant and twelve men. On the 10th of May, the army marched to attack Fort Diego, about twenty miles from the mouth of St John's river: it was built by Don Diego Spinola, to defend his lands from the incurſions of the ſavages. They reached the place on the 12th; it ſurrendered on the firſt ſummons; and in it they found two carriage-guns two pounders, nine ſwivels, and a garriſon of fifty men. The General garriſoned it with ſixty men, as it was a poſt of ſome conſequence; and returned with the army to the mouth of St John's river, in order to meet ſome of the troops who had not yet joined them. On the 31ſt of May, the army was put in motion, in order to attack Fort Mooſa, ſituated within two miles of St Auguſtin, and twenty-three from Fort Diego. On the approach of our troops, the enemy abandoned the place: General Oglethorpe ordered the gates to be burned, and three breaches to be made in the walls.

The town and fort of St Auguſtin were reconnoitred, and a plan of attack concerted. It was then reſolved to leave a ſtrong garriſon in Fort Mooſa, under Colonel Palmer, to haraſs the Spaniards on that ſide: the army to return to Diego, embark on board the fleet, and go round oppoſite the town. Colonel Vanderduſſen was ordered to march and take poſſeſſion of Point Quartell, lying to the north of the bar, and ſeparated from Fort Mooſa by a creek. The General, with his regiment and Indians, debarked on the iſland of St Anaſtaſia, oppoſite the caſtle. Commodore Pearce ſent the General about two hundred ſailors, under the command of Captains Warren, Laws, and the Honourable George Townſhend. Theſe were of great ſervice in erecting batteries; but theſe batteries being raiſed at too great a diſtance to do effectual execution, our cannonade and bombardment did very little damage either to the caſtle or town of St Auguſtine. The enemy returned a briſk fire from both places; but what annoyed our people moſt, was a well directed fire from ſix half gallies, which the enemy had in the harbour. A plan was laid to attack theſe, which was to have been carried into execution by the three naval Captains and the ſailors, provided there was a ſufficient depth of water for the purpoſe: at the ſame time the General was to land with the greater part of his troops, and attack the town, whilſt Colonel Vanderduſſen was to keep up a briſk fire from the batteries on the caſtle. But from the report made by thoſe who ſounded the quaſh oppoſite the town, and where the gallies lay, there was not found water ſufficient to enable them to undertake the enterprize: it was therefore declared impracticable. On the 15th of June the Spaniards made a ſtrong ſortie, and attacked our poſt at Fort Mooſa, which they carried. Colonel Palmer was killed: and the principal part of the detachment were either killed, made priſoners, or diſperſed: our batteries, at the ſame time, made little or no impreſſion on the place, and a ſtorm of wind ſhortly after obliged the ſhips of war to put to ſea. The enemy availing themſelves of this, threw into the place a ſupply of men, proviſions, and ſtores. It therefore was judged moſt prudent to raiſe the ſiege, and retire.

MEDITERRANEAN.

Admiral Haddock, who commanded his Majeſty's fleet on this ſtation, (See Note 14.) kept the Spaniſh ſquadron blocked up in the harbour of Cadiz. Many of his ſhips, however, becoming foul, he was under a neceſſity of proceeding to Mahon, to have them cleaned; leaving a conſiderable ſquadron under the command of Rear-Admiral Sir Chaloner Ogle, to obſerve the enemy's motions. The Spaniards ſtill continued to make great warlike preparations at all their ports, with the deſign, as they gave out, of invading Minorca. This induced Admiral Haddock to convene the whole of his force at that iſland, the more effectually to preſerve it; while Sir Chaloner Ogle, in conſequence of theſe orders, joined the fleet. The coaſt being now clear, the Spaniſh fleet, conſiſting of nine ſail of the line and two frigates, commanded by Don Roderigo de Torres, ſlipped out of Cadiz, and proceeded to Ferrol; and it ſoon after appearing, that either the enemy had no real intentions of invading Minorca, or elſe had abandoned that deſign for the preſent, Admiral Haddock ſent Rear Admiral Ogle to England with a ſtrong ſquadron, where he arrived the 7th of July. The Honourable Captain Byng, of his Majeſty's ſhip the Sunderland, having learned that the Wincheſter galley, laden with coals for Gibraltar, had been carried into Ceuta by a Spaniſh privateer, he immediately puſhed into that harbour, battered the fort for ſome time; and obſerving the Spaniards to be in great confuſion, he cauſed the prize-veſſel to be boarded, cut her cable, and brought her ſafe out. About the ſame time, ſome cruizing ſhips on this ſtation took, after a ſmart action, two Spaniſh veſſels, with troops on board, bound for Majorca. His Majeſty's ſhip, the Pembroke, commanded by the Honourable Captain Lee, having the Advice, Captain Oats, in company, went into Salo bay, to endeavour to bring off two Spaniſh veſſels at anchor there. On the approach of the Britiſh ſhips, the enemy towed their veſſels cloſe to the ſhore between two forts, which our ſhips, although they were obliged to be towed in, immediately attacked. Whilſt the ſhips were canonnading the forts, Captain Lee ſent the boats manned and armed to bring them off; which ſervice they performed in the moſt gallant manner. The only loſs ſuſtained on this occaſion, was one man killed, belonging to the Pembroke.

The author of theſe Memoirs is well aware, that he may, by many, be blamed for his relation of both naval and military actions, apparently too inſignificant for public notice; and likewiſe for being too circumſtantial in his detail of the conduct of the officers engaged in them. But he requeſts, that no one will judge harſhly of him on theſe accounts, or even haſtily; but reflect, that it was one of the principal deſigns of his work, to do all poſſible juſtice to every Britiſh, and other officer; and pointedly and particularly to narrate thoſe actions wherein their bravery and good conduct rendered them eminently conſpicuous: and this, in order to ſtimulate others to the like exertions; ſince the many illuſtrious actions performed by the gallant ſons of Britain and Ireland, while they commanded ſingle ſhips, or ſhips of ſmall force, are to be conſidered as ſo many progreſſive ſteps by which they obtained the command of fleets; and have alſo been the means of endearing them to their country, and of rendering their names immortal.

TRANSACTIONS AT OR NEAR HOME.

Intelligence having been received, that the Aſſogue veſſels were expected to arrive in Spain, from America, under convoy of ſome ſhips of war, commanded by Admiral Pizarro; a ſmall ſquadron, conſiſting of four ſail of the line, was ſent to ſea, under the command of Vice-Admiral Balchen, with a deſign of intercepting them. They left Plymouth, April 9th, and proceeded to the latitude in which it was moſt likely to meet the enemy. Whilſt there, Admiral Balchen was reinforced with two ſhips of the line: but, the Spaniards having diſcovered the ſtation in which the Britiſh ſquadron was cruizing, diſpatched an advice-boat, which was ſo lucky as to meet Admiral Pizarro, with his convoy, on their voyage to Spain; on which he immediately altered his courſe, eſcaped the danger that awaited him, and arrived ſafe at Port St Andrew, in the Bay of Biſcay, having an immenſe treaſure on board. When the enemy diſcovered Admiral Balchen's ſtation, they likewiſe learned the ſtrength of his ſquadron; and immediately cauſed one to be fitted out, of much ſuperior force, under the command of Admiral Pintado, whom they diſpatched in queſt of Admiral Balchen, whoſe defeat they conſidered as certain. But the Spaniſh Admiral, through ſome miſtake, never got ſight of the Britiſh ſhips, for which he was diſgraced on his return to Spain.

On the 18th of April, his Majeſty's ſhips Lenox, Kent, and Orford, commanded by Captains Colvill Mayne, Thomas Durell, and Lord Auguſtus Fitzroy, part of Admiral Balchen's ſquadron, being on a cruize about forty leagues to the weſtward of Cape Finiſterre, fell in with the Princeſſa, a Spaniſh ſhip of war, pierced for ſeventy-four guns, but which had only ſixty-four mounted; and having ſix hundred and fifty men on board, commanded by Don Parlo Auguſtino de Gera. Our ſhips immediately gave chaſe, and came up with the enemy about noon, when the action commenced, and continued with great briſkneſs till a quarter paſt five in the evening; at which time, the Princeſſa, after loſing her main, mizen, and fore-topmaſts, and being otherwiſe much damaged, ſtruck. The enemy had thirty-three men killed, and about one hundred wounded. She was larger than any of our firſt rates; her guns of an uncommon ſize; and moſt of them of braſs. She was eſteemed the fineſt ſhip in the Royal Navy of Spain; was much higher than any of the ſhips who attacked her; and could uſe her lower ports when they durſt not open theirs. The Britiſh ſhips ſuffered moſt in their hulls and rigging. The Orford and Kent had each of them eight men killed, and the Lenox one; and the wounded in the three ſhips amounted to forty: among the latter was Captain Durell of the Kent, who had one of his hands ſhot off. The Princeſſa was bought by Government, and added to the Britiſh Navy.

The Spaniards had, about this time, drawn a great part of their army towards the ſea-coaſts; giving out, that they intended either to make an attack on the iſland of Minorca, or elſe to invade Great Britain or Ireland. Their threat on Minorca,

norca, drew Admiral Haddock, with the naval force under his command, to the protection of it: this favoured the eſcape of the Spaniſh ſquadron from Cadiz to Ferrol, where their ſeveral fleets aſſembled; and which, as they reported, were to eſcort their army to invade the Britiſh dominions. In this they were to be aſſiſted by France. The chief deſign of this attack, was to reſtore the Stuart family to the throne of theſe realms: they even went ſo far, as to offer the command of the troops to the attainted Duke of Ormond; but that unfortunate and miſled nobleman, although ſupported by the Court of Spain, declined it, on account of his great age. The mighty preparations of the Spaniards obliged Adminiſtration to aſſemble a large naval force at Spithead, to be ready to act as exigencies might require; the command of which was given to Sir John Norris, having under him Admirals Cavendiſh and Ogle. (See Note 15.) The Duke of Cumberland reſolved to accompany Sir John as a volunteer, and embarked with him on board the Victory. The fleet conſiſted of twenty ſail of the line, and ten frigates. Sir John was ordered to put to ſea on a ſecret expedition; what his deſtination was, is not certainly known. But by many it was conjectured to be an attack on the port of Ferrol, where is one of the principal dock-yards belonging to the king of Spain, and where the enemy at this time were fitting out a great fleet, which they ſoon afterwards ſent to the Weſt Indies, under Don Roderigo de Torres. If this was the object of his inſtructions, great as his force was, he would have found it very inadequate to ſuch a ſervice, the place being remarkably well fortified and garriſoned; in addition to which, it would have had the aid of the ſquadron then in that port: while Sir John had no land-forces to enable him to carry the place either by aſſault or ſiege. This formidable fleet ſailed from St Helen's on the 10th of July, but was clogged with a number of merchant-ſhips, which the Admiral was ordered to eſcort to the weſtward. But the wind became contrary on the 17th, and increaſed to a violent gale; during which, the Lion unfortunately running foul of the Victory, carried away her head and bowſprit, and otherwiſe damaged her very much. The former loſt her fore-maſt, and twenty-eight men were thrown over board by the ſhock, who all periſhed: both ſhips, indeed, were ſo much damaged, that they were obliged to return to Portſmouth to repair: whereupon Sir John Norris hoiſted his flag on board the Boyne, and with his fleet put into Torbay. There he continued till the 29th, when the fleet once more put to ſea, with the wind at N. E. and by next day had nearly cleared the Channel; but the wind again becoming contrary, and blowing very hard, the Admiral was conſtrained to return to Spithead; and the day after the fleet arrived there, his Royal Highneſs the Duke of Cumberland ſet off for London.

Whilſt Sir John Norris's fleet was at anchor in Torbay, a ſmall Spaniſh privateer, diſguiſed as a French fiſhing-boat, had the boldneſs to come in there, and to ſell brandy. Having diſpoſed of her cargo, and obtained all the intelligence ſhe could, ſhe failed, and made prize of a veſſel from Teignmouth (in Devonſhire) in ſight of the fleet, with which ſhe got ſafely off, after having put her crew into their own boat, with leave to return home, which they did, and which they reached within eight hours after they had left it in the morning.

His Majeſty's ſhip, the Sea Horſe, commanded by Captain William Cleland, being ſtationed off the coaſt of Portugal, for the protection of our trade, did very conſiderable ſervice there: one privateer he drove aſhore and deſtroyed, ſunk another, and took two valuable prizes.

From the clamour which had been, with great induſtry, raiſed againſt Adminiſtration, the Miniſter was certain that the meaſures which they purſued would be moſt ſeverely arraigned whenever the Parliament ſhould meet, as Admiral Vernon had wrote home to his private friends from Jamaica, that the ſquadron under his command, on that ſtation, was ſo poorly equipped, and in ſuch want of all manner of ſtores, that he thought the Miniſtry meant to make a ſacrifice of him. At this time, Mr Vernon was ſo much the idol of the people, that the leaſt neglect or diſreſpect towards him, was capable of ſetting the nation in a flame againſt the Miniſter, who was far from being popular. The Parliament met on the 18th of November 1740; and his Majeſty told them in his ſpeech, "That at the cloſe of the laſt ſeſſion, he had acquainted them "that he was making preparations for carrying on the juſt

" and neceſſary war in which he was engaged, in the moſt " proper places, and in the moſt vigorous and effectual manner. For this purpoſe, ſtrong ſquadrons were got ready, " and ordered to ſail upon important ſervices, both in the " Weſt Indies and in Europe, with as much expedition as the " nature of thoſe ſervices, and the manning of the ſhips, " would admit. A very conſiderable body of land-forces was " embarked, which was to be joined by a great number of his " ſubjects raiſed in America; and all things neceſſary for " tranſporting the troops from hence, and carrying on the deſigned expedition, were a long time in readineſs, and waited " only for an opportunity to purſue the intended voyage." His Majeſty added, " The Court of Spain having already felt " ſome effects of our reſentment, began to be ſenſible, that " they ſhould no longer be able, alone, to defend themſelves " againſt the efforts of the Britiſh nation; and, if any other " power, agreeably to ſome late extraordinary proceedings*, " ſhould interpoſe, and attempt to preſcribe or limit the operations of the war againſt his declared enemies, the honour " and intereſt of his Crown and Kingdoms muſt determine " them to loſe no time in putting themſelves in ſuch a condition as may enable them to repel any inſults, and to fruſtrate " any deſigns formed againſt them, in violation of the faith of " treaties. He hoped, any ſuch unprecedented ſteps, under " what colour or pretence ſoever they may be taken, would " inſpire his Allies with a true ſenſe of the common danger, " and would unite them in the ſupport and defence of the " common cauſe.

" The ſcarcity of corn, (his Majeſty obſerved), which had " happened in many countries of Europe, had induced ſeveral " powers to make extraordinary proviſions, to obviate the ill " effects of that misfortune; and, though in many parts of " the kingdom the harveſt had proved more favourable, yet " common prudence called upon them to provide, as far as " may be, againſt the approach of ſuch a calamity. Beſides,

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* This alludes to the reſcript publiſhed by the French Miniſters at foreign Courts, by order of the Court of Verſailles.—Annals of Europe, 1740, p. 394. An authentic copy of the Marquis d'Antin's inſtructions was found by Captain Warren of the Squirrel. See an account of the captures in the Weſt Indies for this year, at the end of the account of the operations in the Weſt Indies.

"in their preſent circumſtances, it would be an inexcuſable "neglect, to ſuffer our enemies to be ſupplied with any kind "of proviſions from the Britiſh dominions, and that even at "the hazard of his own ſubjects being diſtreſſed. He there"fore recommended it to them, to conſider of ſome good law "to prevent this growing miſchief. The difficulties which "have been found in manning the fleet, by the uſual methods "hitherto practiſed, demonſtrated the want of ſome Parlia"mentary remedy: He therefore preſſed it upon them, to loſe "no time in making ſuch proviſion, in this reſpect, while "they were engaged in a war in defence of the commerce and "navigation of the kingdom, as may enable the Public to a"vail itſelf of thoſe great numbers of ſeamen, which made ſo "valuable a branch of the national ſtrength." His Majeſty concluded by ſaying, "The importance of theſe conſiderations "was ſo apparent, that he needed uſe no arguments to con"vince them of the neceſſity of the utmoſt unanimity and diſ"patch in their proceedings."

His Majeſty having retired, the Lord Chancellor read the ſpeech as uſual; when it was expected that ſome Lord, a friend of the Miniſter's, would have ſtood up and moved an humble addreſs to his Majeſty, by way of anſwer to his ſpeech from the throne, as has been cuſtomary for many years; but before this could be done, his Grace the Duke of Argyle roſe up, and ſaid, "That the King's ſpeech was always to be "conſidered as the ſpeech of his Miniſters; and it had gener"ally been, as they expected it would always be, a ſhort nar"rative of the meaſures they had purſued, a ſort of panegyric "on all they had done: therefore they ought to be extremely "cautious of ſaying any thing that might imply a tacit appro"bation of any thing they had done, or adviſed to be done. "When no ſteps had been taken but ſuch as appeared right, "a little complaiſance in their addreſs might admit of ſome "excuſe; but when the meaſures purſued, and referred to in "his Majeſty's ſpeech, were ſuch as appeared to be wrong, the "leaſt complaiſance, with regard to ſuch meaſures, would be "criminal in the higheſt degree." He then proceeded in the moſt animated ſtrain, pointing out the blunders and neglects of Adminiſtration in conducting the war. "The public trea"ſure, (he ſaid), was laviſhed in the moſt profuſe manner,

" and yet nothing was done. What they propoſed to be done, " was rendered ineffectual by ſhameful procraſtination. Mi" niſters deſerved no credit for Admiral Vernon's ſucceſs, as " he believed it was not owing to either orders or inſtructions " from them; but becauſe they durſt not give him any orders " for preventing it, and becauſe they knew he had a ſincere re" gard for the honour and intereſt of his country, and, of con" ſequence, would do his utmoſt to proſecute the war in its " moſt proper place, and in the moſt vigorous and effectual " manner: therefore they ſent him thither with a force from " which nothing could be expected, and with which no man " but himſelf would have attempted any thing of conſequence. " They had delayed ſending Admiral Vernon ſupplies for an " year and a half; nor would they have been ſent yet, had not " his Majeſty, he believed, expreſsly ordered them, after he " returned from his German dominions. The weſterly winds, " he knew, afforded ſome excuſe; but if the neceſſary prepara" tions had been made with any foreſight or diſpatch, the fleet " might have ſailed before the weſterly winds ſet in: and, even " after thoſe winds had ſet in, there were ſeveral opportunities " of the fleet's getting out of the channel, if they had been " provided with proper neceſſaries, and received orders to ſail. " There ſeemed to be a deſign formed to prevent Admiral " Vernon's being able to proſecute the war in the Weſt Indies, " till the Spaniards had provided for their defence. But this " was not the only wrong meaſure; he thought he could de" monſtrate, that no one right ſtep had been taken, either in the " commencement, or in the proſecution of the war: And he " concluded with a motion for an addreſs of thanks to his Ma" jeſty, to congratulate him on his return to his regal domi" nions: and to aſſure him, they would ſtand by him with " their lives and fortunes, in proſecution of this juſt and " neceſſary war; and that they would exert themſelves, in " their high capacity, as the hereditary great Council of the " Crown, *to which all other councils were ſubordinate and account-" able*, in ſuch a manner as may beſt tend to the promoting " the true intereſt of his Majeſty and their country at this cri" tical juncture." His Grace's motion was moſt powerfully ſeconded with all the elocution of Lord Bathurſt; but the previous queſtion being put, it was rejected, ſixty-ſix to thirty-eight. This being got rid of, a motion for an addreſs, in the uſual manner, was moved for by the Earl of Holderneſſe, and ſeconded by the Earl of Hyndford, in which all the meaſures of Adminiſtration were approved of, and carried without a diviſion. In the Houſe of Commons, the Miniſter was equally triumphant. In the courſe of this ſeſſion, forty thouſand ſeamen were voted for the ſervice of the current year; 90,201 l. 10 s. for raiſing a body of marine forces; 184,690 l. 10 s. 10 d. for the ordinary of the navy, including half-pay to ſea-officers; and the whole of this year's grants amounted to 5,180,651 l. 5¼ d. In the Houſe of Lords, motions were at different times made for addreſſes to his Majeſty, that the inſtructions given to Admiral Vernon, together with the correſpondence between him and his Majeſty's miniſters, might be laid before the Houſe; and the ſame with regard to Admiral Haddock. But all of them, after long debates, were negatived; which occaſioned ſtrong and ſpirited proteſts being entered againſt each deciſion, by the Lords who compoſed the minority.

It has often been the mode of attack againſt a Miniſter, to endeavour to compel him to diſcloſe the inſtructions given to people employed in public characters, or officers commanding fleets and armies; as alſo, their correſpondence with his Majeſty's Miniſters; and this has been adopted by almoſt all parties, as they become what is termed the *Minority*. But ſurely no Miniſter can be blamed for oppoſing ſuch unreaſonable demands. During the continuance of war, too great caution cannot be uſed in making communications of this ſort to the public. When peace, however, is eſtabliſhed, the Miniſter, if properly called upon, ſhould, in juſtice to himſelf, and the officers employed in the execution of his plans, communicate both the *inſtructions* and *correſpondence*. This is neceſſary, at once to do away the ſuſpicions and aſperſions but too frequently raiſed againſt the honour and probity both of Miniſters and officers; and where ſuch communications are withheld by mere dint of miniſterial influence, the Public have a right to form what conjectures they pleaſe. In ſuch a caſe, the perſons employed are greatly to be pitied. They, from their ſituation, are enjoined to ſecrecy; may be wholly undeſerving of blame; yet ſtill muſt they remain in ſilence, and ſubmit to the public odium! It is however to be hoped, for the honour of this land of liberty, that a Miniſter who ſhould be baſe enough to pen an inſtruction derogatory to the true intereſt and honour of his country, would yet be unable to find an officer of abilities and reſolution, who would be mean enough to accept of a command on any ſuch ignominious terms as thoſe already hinted at, or which might hinder him from acting with ſpirit and vigour. Were ſuch orders ſent to him, probity would inſtantly ſuggeſt to him the reſignation of a command which he could not hold with honour; while the love of his country would induce him to promote a public enquiry, in order to a diſcloſure of them. May the man who would not do this, and who would be the tool of a miniſter, meet with all the obloquy he ſo juſtly merits from his injured country!

For the better encouragement of ſeamen, and commanders effectually performing their duty, an act paſſed this ſeſſion of Parliament, which veſted, in future, all prizes ſolely in the captors. Previous to the paſſing of this law, the King had always a conſiderable ſhare in thoſe which were taken by ſhips of war. A ſupply was at this time granted to the Monarch of 200,000l. towards carrying on a ſecret expedition. On the 25th of April 1741, his Majeſty put an end to the ſeſſion of Parliament, in a very kind and affectionate ſpeech to both Houſes: He thanked them for the ſupplies they had ſo cheerfully afforded him, and for their ſpirit in carrying on the war, and for maintaining all the rights of the Britiſh nation. He concluded by ſaying, "I will immediately give orders for calling a new "Parliament. There is not any thing I ſet ſo high a value "upon as the love and affection of my people; in which I "have ſo entire a confidence, that it is with great ſatisfaction "I ſee this opportunity put into their hands, of giving me "freſh proofs of it in the choice of their repreſentatives.

"On the preſent eſtabliſhment depends the continuance of "our excellent conſtitution in Church and State; and in this "conſtitution conſiſts the ſecurity of the preſent eſtabliſhment. Nothing can hurt the one, that will not, in proportion, undermine and weaken the other. For my part, the "uniform preſervation of both, and the maintenance of the "religious and civil rights of all my ſubjects, have been, and "ever ſhall be, my conſtant care. Thoſe who diſtinguiſh "themſelves by perſevering in theſe principles, ſhall always "find my countenance and favour; and, by invariably purſuing theſe wiſe and honeſt meaſures, may entertain the beſt-grounded hopes, that, under the protection of the Divine "Providence, the happineſs of Great Britain will be perpetuated to poſterity."

Very little was tranſacted, during the courſe of this Summer, that deſerves to be particularly mentioned. Great fleets were aſſembled at Spithead, at different times, under the command of Sir John Norris; who, with ſixteen ſail of the line, and ſome frigates, (See Note 16.) put to ſea about the end of July, and the beginning of Auguſt reached the Bay of Biſcay, where he remained cruizing on the enemy's coaſt, which he kept in conſtant alarm, his frigates now and then picking up a trading veſſel. He returned to Spithead the end of the month, and continued there till the 12th of October. So large a fleet lying idle at home, exaſperated the nation very much; and this was not a little heightened by the accounts received of our bad ſucceſs in the Weſt Indies. To appeaſe theſe murmurings, Sir John Norris was ordered to ſea once more, (See Note 17.) and continued cruizing to the weſtward till the 6th of November, when he returned to his old ſtation at Spithead. Conſiderable reinforcements of ſhips were ſent to Admiral Haddock in the Mediterranean; and ſeveral regiments of foot were ſent, in autumn this year, from Ireland, to reinforce the army under General Wentworth: of whoſe operations in the Weſt Indies, this campaign, we will now give an account.

WEST INDIES.—*Jamaica Station.*

Lest the combined forces of France and Spain ſhould have proceeded, immediately on their arrival in thoſe ſeas, to attack the iſland of Jamaica, before the armament under Lord Cathcart had time to come to its relief, (and from their ſuperiority of naval force, every hoſtile meaſure was to be apprehended), Governor Trelawney, and Vice-Admiral Vernon concerted their meaſures accordingly; and were prepared for the worſt. The troops from North America were a very ſeaſonable reinforcement to the garriſon; and the ſquadron was diſpoſed in ſuch a manner for the defence of the harbour of Port Royal, that, in conjunction with the forts, the enemy would have found it a very difficult matter to have forced their way into it. The long looked for fleet under Sir Chaloner Ogle at laſt made its appearance on the 9th of January; and relieved both Governor Trelawney and Vice-Admiral Vernon from a very diſagreeable anxiety. Matters were now reverſed; and from the deſponding conſideration of a defenſive war, every thought was turned to that of an offenſive one. Admiral Vernon now found himſelf at the head of the moſt formidable fleet that ever had been ſeen in this part of the world; furniſhed, too, with ample and diſcretionary powers to act againſt the enemy in ſuch manner, and at ſuch places, as he ſhould judge beſt for his Majeſty's ſervice. Better had it been for Great Britain, if his powers had been more limited; for, had he been directed to proceed immediately againſt the Havannah, there can be little doubt, but he would have ſucceeded in reducing that place before the hurricane months ſet in. His inſtructions pointed ſtrongly at it, as the moſt proper place to begin his operations againſt; and letters from the moſt ſenſible and well informed of his friends in England, ſtrongly enforced this idea. It appears, however, that he had not formed any plan of operations, when Sir Chaloner Ogle arrived. Perhaps, indeed, he wiſhed to have communed with Lord Cathcart on ſo important a ſubject. The command of the army had now devolved on Brigadier-General Wentworth; who, although he had not the military experience of his predeceſſor to boaſt of, yet, by thoſe who knew him well, he was eſteemed a very ſenſible man, a good officer, and moſt ardently inclined to ſerve his country.

The want of proper information reſpecting the force of the enemy at their principal ports in the Weſt Indies, was a moſt unpardonable neglect, and proved of great detriment to the ſucceſs of this armament, whereby much time was loſt. Inſtead of ſending a ſmall ſloop of war to reconnoitre and gain intelligence of the ſtrength and deſigns of the French at Port

Louis, in the iſland of Hiſpaniola, ſome of the beſt ſailing frigates, having experienced engineers on board, accompanied by ſome of the moſt expert officers both of the navy and army, ſhould have been diſpatched on ſuch an important ſervice, ſince much depended on their report; and from any accident befalling ſuch a veſſel, every purpoſe in ſending her was defeated. All unneceſſary delay ought to have been carefully avoided. The chief officers of both ſervices ought to have acted with the greateſt harmony and confidence with each other; to have been united in their councils; and, above all, ſteadily attached to the true intereſt and glory of their king and country. They ought, on no pretext whatever, to have allowed the public ſervice to have been ſacrificed to the gratification of their private animoſities: had this been attended to, there was the greateſt probability that this armament, if properly exerted, would have given ſuch a ſevere blow to the Spaniſh empire in America, as it would have required many years of peace to have recovered from. The ſtauncheſt friends of Mr Vernon, appear to have been uneaſy from his warmth of temper *; and, in their letters which they wrote to him on this occaſion, ſtrongly recommended to him a ſtrict cordiality with the commander in chief of the land-forces, as the ſureſt means of proving ſucceſsful, and of ſerving his country with effect. They knew him thoroughly; the public at this time did not: and it is greatly to be regreted, that he paid ſo little attention to their wiſe obſervations and advice.

Before we proceed to give in detail a narrative of the unfortunate enterpriſe againſt Carthagena, it is neceſſary to point out the ſeveral unfavourable circumſtances which concurred to blaſt the hopes of the public. By the ſtrangeſt fatality, Sir Chaloner Ogle was long detained at Spithead, without any viſible cauſe, until the ſeaſon for acting with vigour on the Spaniſh main was nearly expired: for, had Adminiſtration wiſhed that the operations ſhould have commenced againſt the Spaniſh ſettlements in theſe parts, they ſhould have conſidered that the periodical rains on that continent begin about the end of April, and that the change in the atmoſphere thereby occaſioned, is always attended with epidemical diſtempers; the climate thus

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* Particularly Mr Pulteney, afterwards Earl of Bath.

thus becoming unhealthy to thoſe who are not inured to it; but particularly ſo to ſuch as are expoſed to fatigue, and to the damps of night. Circumſtances the Admiral ſhould have been well acquainted with, and were of themſelves ſufficiently ſtrong, to have deterred him from making choice of Carthagena (See Note 18.) as the proper place at which to commence his operations.

On the 10th of January, a council of war was held; which conſiſted of Admirals Vernon and Ogle, Generals Wentworth and Guiſe, and Governor Trelawney; who, by orders from home, was always to be of the council, when his preſence could be obtained. In conſequence of the information laid before them, they unanimouſly reſolved to proceed with the whole force to windward, to obſerve the motions of the French ſquadron under the Marquis d' Antin, which had been for ſome time at Port Louis, in the iſland of Hiſpaniola; and that Captain Doddridge, in the Wolf ſloop, ſhould be ſent before to gain intelligence. The Vice-Admiral formed his fleet into three diviſions, and gave the command of the third one to Captain Leſtock the ſenior captain, who on this occaſion was made a commodore, with a captain under him. All poſſible diſpatch was uſed both by naval and military officers, to be able to proceed to ſea as ſoon as poſſible; and as the entrance of the harbour was narrow, in order to prevent accidents from ſo large a fleet going out, the Vice-Admiral gave orders, that only one diviſion of the fleet ſhould ſail on the ſame day; and that the laſt to proceed ſhould be the tranſports, with the troops on board, who were to be conducted by Captains Douglas and Cleland of the navy. The firſt rendezvous appointed, was to be off the eaſt end of the iſland, and the next (which was ſealed) to be off Cape Tiberoon, in the iſland of Hiſpaniola. The diviſion of the fleet commanded by Sir Chaloner Ogle, got out on the 22d, and was next day followed by that of Commodore Leſtock. It was the 26th before the Vice-Admiral, and his diviſion, could get under weigh, and the wind failing ſoon after, he was obliged to come to an anchor in the channel; when, unfortunately, the Auguſta fell ſo far to leeward, as, in anchoring, to ſtrike upon a ſhoal aſtern of her, where ſhe beat off her rudder, and became ſo very leaky, that ſhe was ordered to return to Kingſton to refit.

fit." The wind not proving favourable, it was the 28th before the Vice-Admiral joined the reſt of the fleet. The next day the tranſports joined, and the whole fleet made ſail, and got off Tiberoon, the 8th of February. Here the Admiral was joined by the Wolf ſloop, whoſe captain reported, that he had looked into Port Louis, and ſaw there nineteen ſail of large ſhips, one of which had a flag at the main-top-maſt head, and another had a broad pendant flying. On this, the Vice-Admiral called the Flag and General officers on board of him, and laid before them the intelligence he had juſt received. On which it was reſolved to ſteer directly for the Iſle of Vache, in order to obſerve the motions of the French, and to obtain intelligence of their force and intentions. The fleet got off the Iſle of Vache on the 12th, it being only two leagues from Port Louis; and it was preſently found, that Captain Dandridge had been deceived in the view he had taken of the place, which appeared to have been owing to the hazineſs of the weather; for the ſhips he ſaw, were only merchant-ſhips unrigged, except a large frigate, whoſe main-maſt lying in a line with the gabel-end of a white houſe, occaſioned the miſtake about the white flag. On the 15th, Admiral Vernon ſent Captains Knowles and Boſcawen to the governor of Port Louis, to acquaint him, that his fleet having been forced into the Bay by ſtrong breezes, he requeſted leave to wood and water. The governor returned a very polite anſwer to the demand; and theſe officers brought an account, that the Marquis d' Antin, and his fleet, were ſailed for Europe. This intelligence was ſoon after confirmed, by the arrival of Captain Rentone, who reported, that the French fleet for Europe ſailed the 26th of January. It afterwards became known that M. d' Antin returned home much ſooner than he intended, not being able to procure a ſupply of proviſions at Port Louis: he loſt a great number of men on his voyage, and arrived in France in the greateſt diſtreſs. Another council of war was now held, which was to determine on the place againſt which this armament ſhould be employed. Great reliance being placed on Admiral Vernon's knowledge of the ſtrength of the enemy, and of the importance of their different ſettlements in the Weſt Indies, the Council came to the unanimous opinion, that after taking in wood and water at Iros, Tiberoon, and Donna Maria bays, they ſhould proceed with all their force againſt the city of Carthagena, in New Spain. On the 25th, the Vice-Admiral weighed anchor, the fleet conſiſting of one hundred and twenty-four ſail. The Weymouth, Experiment, and Spence ſloop were detached by order of the Vice-Admiral, who had given Captain Knowles inſtructions to ſound the coaſt near Carthagena, for ſafe anchoring-ground for the fleet. On the 4th of March, in the evening, the Vice-Admiral, with the whole of the fleet, came to an anchor in Playa Grande bay, to the windward of Carthagena, lying between that and Point Canoa. In order to diſtract the enemy, and to find them as much employment as poſſible, the ſmall craft were ordered to anchor in a line, as near the ſhore as they could with ſafety, in order to have it believed, that this was done with an intent to cover the debarkation of the army. It had the deſired effect; and drew a conſiderable part of the enemy's troops to this part of the ſhore, where they threw up entrenchments. The Governor of Carthagena exerted himſelf to the utmoſt againſt all our attempts for reducing the place; and in this he was well ſeconded by Don Blas de Leſo, who commanded the Spaniſh ſquadron left here by Don Roderigo de Torres, when he ſailed for the Havannah. The garriſon conſiſted of four thouſand men, excluſive of negroes and Indians. During the time that the admirals, general officers, and engineers were employed in reconnoitering the place, and in ſearching for the moſt proper ſpot to debark the troops, Captains Knowles, Laws, Cooper, and Rentone, were ordered to ſound all down the coaſt, in order to aſcertain how near the large ſhips could come, for attacking the forts and batteries, and to cover the army whilſt landing. From their report, a diſpoſition was made to land the army; and it was agreed, that the next morning Sir Chaloner Ogle ſhould fall down with his diviſion to the mouth of the harbour; and that the Norfolk, Shrewſbury, and Ruſſel, ſhould be ſent to batter fort St Jago and St Philip, while the Princeſs Amelia ſhould fire againſt the little battery of Chamba; and that, upon ſignal, the grenadiers of the army, ſuſtained by a brigade of infantry under the command of Brigadier-General Guiſe, and Colonel Wolfe, were to endeavour to land.

Early on the morning of the 9th, Sir Chaloner Ogle ſhifted his flag to the Jerſey, and, having General Wentworth on board, moved with his diviſion toward the intended place of attack. He was followed ſoon after by the Vice-Admiral and his diviſion, having with him the tranſports with troops on board, ready to land when the ſignal ſhould be given. The third diviſion, under Commodore Leſtock, was left at anchor; and in order to diſtract the enemy as much as poſſible, the grenadiers were all put on board the fire-ſhips and ſmall ſhips lying near the ſhore: theſe, after amuſing the enemy for ſome time, were ordered to follow the Vice-Admiral, to be ready to land at the deſtined ſpot. As the ſhips paſſed along, the Chamba battery began to fire; but the Princeſs Amelia having taken her ſtation, very ſoon ſilenced it. The enemy not having had time to mount guns in the faſcine battery, it gave no trouble. The Norfolk, Ruſſel, and Shrewſbury, about noon, having come to an anchor very cloſe to the forts St Jago and St Philip, began ſo vigorous a cannonade on them, that they were not only ſilenced, but in the ſpace of an hour they were ſo completely ſhattered, that the enemy were compelled to abandon them, on which the ſignal was given for the troops to land; when Lieutenant-Colonel Cochran, with about five hundred grenadiers, puſhed for the ſhore, landed under the walls of theſe forts, and took poſſeſſion of both, without a ſhot being fired at the troops. Generals Wentworth and Guiſe, and Colonel Wolfe, landed immediately after, with as many ſoldiers as had arrived; the reſt being prevented from getting down by ſtrong breezes, but were landed next day. This firſt ſucceſs was obtained with the inconſiderable loſs of ſix men killed on board the Norfolk and Ruſſel; but the Shrewſbury did not fare ſo well. Being the ſouthermoſt ſhip, ſhe had the misfortune to have her cable cut by one of the enemy's ſhot, before ſhe had brought to an anchor; ſhe thereby fell to leeward, ſo as to open the mouth of the harbour, by which ſhe became expoſed to a terrible fire from two faſcine batteries on the Baradera ſide, the guns of forts St Louis and St Joſeph, and to the broadſides of four ſhips of the line, moored acroſs the entrance of the harbour, on board of one of which, Don Blas de Leſo had his flag. To this fire the Shrewſbury could make but an unequal return; yet Captain Townſend, who commanded her, diſdained to retire, and maintained the combat for ſeven hours. Night intervening, the Spaniards ceaſed firing, and the Admiral ſent orders for the Shrewſbury to come off, who by this time was almoſt a wreck, being completely diſmaſted, with two hundred and forty ſhot in her hull, ſixteen of which were between wind and water, and having twenty men killed, and forty wounded.

From this to the 15th, was employed in landing the tents, artillery, ſtores, and proviſions; and twelve twenty-four pounders were lent from the ſhips, at the General's requeſt. During the firſt three days, our troops were much expoſed to the violent heats of the ſun by day, and to the heavy damps by night, ſo that many fell ſick, and a good many were killed by the enemy's fire. The camp was ſituated on a low ſand, in ſome meaſure ſheltered from the enemy's battery, on the Baradera ſide, by the rock on which St Philip ſtood; but, lying in the line of fire when the Spaniards cannonaded our bomb-battery from thence, the ſhot that miſſed of the latter, took the former in flank. The operations of Mr Moor, the chief engineer, did not keep pace with the Vice-Admiral's wiſhes; and he worded his repreſentations on this head to General Wentworth, who was not to blame, in ſo very unbecoming a manner, that a coolneſs commenced between them. The camp being ſtill much annoyed by the battery on the Baradera ſide, it was reſolved, in a council of war, to attack it, with three hundred ſailors, and two hundred ſoldiers. Orders were given for all the boats, manned and armed, with the barges and pinnaces of the fleet, to be got ready by midnight, in order to ſurpriſe the battery. The boats of each diviſion were put under the direction of Captain Watſon, having under him Captains Norris and Colby: and the ſailors, when landed, were to be commanded by Captain Boſcawen, having Captains Laws and Cotes under him; and the ſoldiers by Captains Murray * and Waſhington: but the wind blowing hard at the appointed hour, and the whole of next day, the execution of this

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* Now the Honourable General James Murray.

this enterprize was obliged to be deferred till the 19th, when, at midnight, the boats ſet off, and landed about a mile to leeward of the Baradera battery, which conſiſted of fifteen twenty-four pounders: the place where they landed was between two reefs of rocks, and under the very muzzles of a battery of five guns on the ſtrand. The enemy immediately began to fire on them from it. Our people were at firſt a good deal ſurprized at this unforeſeen reception; but their officers in an inſtant recovered them from it, by aſſuring them that their ſecurity and ſucceſs lay in their reſolution. On this, they ruſhed forward with matchleſs intrepidity, climbed in at the embraſures, and became maſters of the battery before the enemy had time to load their guns a ſecond time; and this with a very trifling loſs. This firing alarmed the Spaniards at the larger battery, who, gueſſing at what had happened, pointed three of their guns at the battery juſt carried, and fired grape-ſhot on our people as they advanced: but they were in too great a hurry, otherwiſe the loſs muſt have been very conſiderable. So bad was the aim they took, that the ſhot flew over the heads of our men, who, puſhing on with great ſpirit, after a ſhort, but ſtout reſiſtance, carried their point, ſpiked up the guns, tore up the platforms, and ſet them, together with the gun-carriages, magazines and guard-houſes, on fire: they then returned to their ſhips with ſix wounded priſoners, having ſuſtained very little loſs. The Admiral was ſo pleaſed with their conduct, that he rewarded the common men with a dollar a piece.

The deſtruction of this battery was of the greateſt ſervice to the army then before St Louis de Bocca Chica, and enabled them to work with greater ſecurity on the batteries erecting againſt that place: yet the engineers did not make the progreſs expected by the Vice-Admiral, who became every day more impatient to get into the harbour with the fleet; the ground being foul, and the weather growing very tempeſtuous. On the 20th, the enemy began a warm fire from fort St Louis, on our bomb-battery, which did but inconſiderable damage. Senſible, however, of the advantageous ſituation of the battery lately deſtroyed on the Baradera ſide, they had been diligently repairing it; and by the 21ſt, had re eſtabliſhed ſome of the embraſures, and mounted two or three guns.

They then began to play on the bomb-battery and camp; but were preſently ſilenced by the Rippon, which the Vice-Admiral ordered to anchor as near it as poſſible, and to keep firing, ſo as to prevent the enemy from repairing the ruined battery. In order to haſten matters as much as poſſible, the Vice-Admiral called a council of war, compoſed of the officers of the fleet, in which they came to a reſolution to make a general attack upon all the forts and batteries; and that they ſhould put this plan in execution as ſoon as the wind and weather would permit the ſhips to move to the ſtations aſſigned them. Commodore Leſtock was appointed to command this attack, having under him two ſhips of eighty, three of ſeventy, and one of ſixty guns, being the moſt that could be brought conveniently to batter, clear of each other. The Commodore was to be ſuſtained by Sir Chaloner Ogle, with five ſhips, who were to replace ſuch as might be diſabled, or join the others in the attack, if room could be found for it. The 21ſt, our grand battery at laſt opened about ſeven in the morning againſt fort St Louis; this was ſeconded by the bomb-battery of thirty mortars and cohorns: the enemy returned the fire from the fort, the four ſhips of war, and fort St Joſeph; ſo that the work became extremely hot on both ſides. Early on the 23d, Commodore Leſtock in the Boyne, with the Princeſs Amelia, Prince Frederick, Hampton Court, Suffolk, and Tilbury, proceeded to attack the Spaniſh forts, batteries, and ſhips; which laſt conſiſted of the Gallicia of ſeventy, St Carlos of ſixty-ſix, and the Africa and St Philip, of ſixty guns each; on board the firſt of which, was their Admiral. The poſition of their ſhips was the moſt favourable to defend the mouth of the harbour, and to repel any attempts which might be made to force it. The enemy exerted themſelves to the utmoſt, when our ſhips came within reach of their guns. The attack was begun with the greateſt briſkneſs. The Boyne having gone more to leeward than was intended, was much expoſed, and ſuffered greatly; ſhe was ordered off at night. The Princeſs Amelia did great ſervice, and ſilenced a new faſcine battery of the enemy. The Prince Frederick and Hampton Court continued a furious cannonade the whole day; but after the Boyne had moved off, the fire which the enemy directed at that ſhip was now ſhared between theſe two. Before morning, they were both ſo much ſhattered, that the Vice-Admiral found it neceſſary to order them off. Lord Aubrey Beauclerk, Captain of the former, was killed; by which the nation loſt a moſt excellent officer. The Suffolk and Tilbury being anchored more to the northward, were leſs expoſed to the enemy's fire; they continued cannonading fort St Louis, till the evening; when they were ordered off. From the diſtance of the ſhips of war from the fort, their ſhot could only be employed to advantage in firing at its defences: their chief uſe on this occaſion, therefore, was to diſtract the enemy as much as poſſible, and oblige them to divide their fire, which otherwiſe muſt have been ſolely pointed at our batteries. During this attack, the chief engineer was mortally wounded; a loſs ſeverely felt by the army. The land batteries having made a breach in the walls of the fort, meaſures were taken to aſſault the place, as ſoon as it was declared practicable. The General finding the camp ſtill incommoded by the battery on the Baradera ſide, acquainted the Admiral of it on the 24th, who ordered the Princeſs Amelia, Litchfield, and Shoreham, to go in and anchor as near it as poſſible; and, at the ſame time, ſent a detachment of ſailors, under the command of Captain Watſon, who once more deſtroyed it; after which, the ſailors drawing ſome of the boats over a neck of land, boarded and burnt a ſloop that lay there to ſupply the battery with ammunition. Our batteries having played with ſuch effect againſt fort St Louis; by the 24th many of its principal guns were diſmounted, its defences ruined, and the breach ſo much widened, that General Wentworth, who went that night to reconnoitre the place, determined to attempt carrying it by aſſault the night following, a little before it grew dark. For this purpoſe, the General, early in the morning of the 25th, went on board, and communicated his deſign to Admiral Vernon. On this, the Vice-Admiral determined, at the time the aſſault was to be given, to make a powerful diverſion in its favour, and to land a body of ſailors on the Baradera ſide, ſo as to draw the enemy's attention as much from the real object as poſſible. In the afternoon, Captain Knowles landed with the ſailors, and drew up his detachment near the faſcine battery: the attention of the Spaniards conſequently was carried to that ſide. General

Wentworth having ſettled all matters for the aſſault; had his ſcaling ladders, and every thing in the greateſt order: the ſignal was given about half an hour after five o'clock in the evening, which was, by the firing of three ſhells from the mortar battery. A volley of round ſhot from the great battery was then poured into the breach, followed directly by one of grape-ſhot. This obliged the enemy's centinels to retire, or at leaſt to place themſelves out of our view. Under cover of the ſmoke, our firſt party, commanded by Lieutenant Colonel Macleod, advanced unperceived by the enemy: he was followed by a party under Colonel Daniel, who was ſupported by another under Lieutenant Colonel Cochrane; the whole commanded by Brigadier General (afterwards Lord) Blakeney, the general officer for the day, who had the direction of the attack. Juſt as our men got to the foot of the walls, the enemy's drums beat to arms; the top of the breach was manned; their ſhips of war began firing grape-ſhot; and fort St Joſeph to cannonade. Our men, however, puſhed up; the enemy fell into confuſion, and fled out precipitately at the oppoſite gate: thus fort St Louis was ſtormed and carried, with the loſs of one man only. The Governor of the fort was conſulting with the Admiral on board his ſhip; and both were in the utmoſt conſternation, upon obſerving ſo very unexpected an event. Orders had been given to ſcuttle each ſhip for ſinking, in caſe of need; and they had all a large ſquare plug ready to pull out when the ſignal for that purpoſe was given: their men were ordered to be withdrawn with all expedition; and the ſignal given to ſink the ſhips as ſoon as this was accompliſhed. The Africa and St Carlos were ſunk; but the plug not being eaſily drawn out of the St Philip, they ſet her on fire. Captain Knowles obſerving the conſternation the enemy were thrown into, on our carrying fort St Louis, reſolved to profit by it as much as poſſible; and ordered the boats under his command to row very near under the lee-ſhore, cloſe up to fort St Joſeph; which fort he inſtantly ſtormed and carried, the enemy making very little reſiſtance: they fired a few guns and fled, leaving only a drunk ſoldier, who was to ſet fire to the magazine, and blow it up. Captain Cotes was left to command this fort, whilſt Captains Knowles and Watſon, getting ſome of their boats within the boom, boarded and took the Gallicia of ſeventy guns, before the enemy's boats could return and take out the Captain, who, with a Captain of marines, an Enſign and ſixty men, left on board for the purpoſe of pulling out the plug, and leaving the ſhip to ſink, were made priſoners. Our people found the colours, and Don Blas de Leſo's flag flying, which they ſecured. The loſs in our army to this time, what by the climate and the enemy together, amounted to five hundred men. Among theſe were ſeveral officers of rank; and the ſick in the hoſpital ſhips might be near fifteen hundred more. The navy did not loſe near ſo many, in proportion to their numbers; yet the loſs here was alſo conſiderable; and the captains of ſeveral ſhips had periſhed through the unhealthineſs of the climate. Nothing now hindered the fleet from entering the harbour but the boom. No time was loſt in removing that obſtacle: the boats ſet to work; and, with the aſſiſtance of the carpenters of the fleet, it was ſoon deſtroyed. The Gallicia being towed out of the channel, the Vice-Admiral, on the 26th, proceeded near two leagues up the harbour. In doing this, he had great difficulties to encounter; for the St Carlos and Africa were ſunk in the channel, and the St Philip continued burning on the lee ſhore; ſo that he was above three hours warping through, after anchoring in the narrows, before he could proceed up the harbour. In like manner, the Burford and Orford were next day ordered to advance, and anchor juſt without reach of the enemy's guns, at Caſtillo Grande, ſo as to cut off all communication, by water, on that ſide, from the Spaniards. The ſame day the Worceſter got as high up as the Vice-Admiral, who ordered her to anchor cloſe by a wharf, at which place was a good crane, and an excellent ſpring of water; *which laſt he thought proper to ſecure for the ſervice of the fleet.* The Weymouth and Cruizer ſloop getting in the ſame afternoon, were ordered to deſtroy the batteries at Paſſo Cavallos, a creek which parts the Grand Baru from the main, through which ſupplies of proviſions from Tolu and Sina uſed to paſs to Carthagena. There the Spaniards had erected two ſmall batteries, one of eight, the other of four guns. This ſervice performed, the Cruizer went up the creek, and brought away four large hulks, being a kind of veſſels dug out of a ſolid tree, but large enough to carry twenty tons. *Theſe proved very ſerviceable in watering the fleet.* I have been the more minute in mentioning all theſe particulars, as, among the many cauſes which gave riſe to the unhappy differences between the two Commanders in Chief, the principal one was, a want of a proper ſupply of freſh water for the troops, by which the ſickneſs in the army increaſed with aſtoniſhing rapidity.

The reader will eaſily perceive, from what has been ſaid, that it was in the power of the Vice-Admiral to have obviated the complaint, even ſuppoſing all the crews of the ſhips of war to have been employed on actual ſervice, by ordering ſome of the tranſports to carry water for the uſe of the troops. After this unfortunate coolneſs had taken place between the Commanders, I am afraid the army had but too much reaſon to complain of the partiality ſhewn by the Vice-Admiral to the fleet. They had frequently a ſupply of freſh beef and turtle: of theſe luxuries the army was not allowed to partake, as if they had not belonged to the ſame maſter, and as if employed on a different ſervice. General Wentworth expreſſed a wiſh to employ two or three ſmall veſſels in the catching of turtle, for the uſe of the ſick. This favour was refuſed him; and even the allowance of ſalt proviſions was not regularly furniſhed to the army. In the mean time, the Vice and Rear-Admiral's diviſions, with ſome of the tranſports, continued to warp and ſail into the harbour as faſt as the weather would permit. This tedious work being finiſhed by the 30th, the fire-ſhips and frigates were ſtationed round the harbour, in order to guard every paſs and creek, and to cut off all ſupplies going into the city. Commodore Leſtock, with his diviſion, was left at Bocca Chica, with orders to reimbark the troops and cannon with all poſſible diſpatch.

The painful and diſagreeable part of this unfortunate expedition now comes to be narrated; irkſome as it is, it muſt be told. From it, much inſtruction may be drawn. It ſhould be a leſſon to officers, to avoid diſſenſion; and to reflect, that it is only by means of good agreement and mutual exertions, that the public ſervice can be effectually carried on. How far each of the chief commanders were to blame, it is difficult to determine: their tempers were certainly extremely different. General Wentworth had ever been conſidered as an accompliſhed man, and far from being deficient in abilities. The Vice-Admiral was allowed to be a good officer; but his manners and temper were unaccommodating. Accuſtomed to dictate, he could not bear to have an equal in command; and from his overbearing and boiſterous conduct here, he ſullied the laurels he had ſo well earned at Porto Bello. The love of his country, on this occaſion, ſeems ſunk in perſonal animoſity; for certain it is, that after the taking of fort St Louis, both Commanders contracted a hearty contempt for each other, taking every opportunity of expreſſing their mutual diſlike. Regard for the ſervice of the Public ſeemed quite abſorbed in their perſonal diſguſt of each other. Inſtead of frequent intercourſe, and conſulting how they might beſt carry their orders into practice, they maintained the utmoſt diſtance and reſerve. Each had his party, which tended to make their differences the more public, and afforded to each the means of endeavouring to throw all the blame on the other. The Vice-Admiral, wholly unacquainted with the nature of military operations, often blamed the General for delays in which he had no ſhare, and uſed ſuch aſperity of language, in urging him to expedite his operations, as could not fail to irritate the beſt of tempers. This conduct ſo ſoured the mind of General Wentworth, that he ſcorned to aſk any aſſiſtance, or to have any connection with a man who could behave to him as he had done. On the other hand, the Vice-Admiral would not condeſcend to give what was not aſked of him. Thus was the public ſervice ſacrificed to the mean ſpirit of reſentment.—But to proceed:

The enemy perceiving the Vice-Admiral advancing up the harbour with his ſhips, and, knowing that he could lay his broadſides cloſe to the walls of Caſtillo Grande, took the neceſſary ſteps to hinder his too near approach to it, and likewiſe to prevent his getting into the Surgidero or baſon, immediately before the city; on which, the Spaniards well knew, the ſafety of the place depended. They therefore moored or ſunk, on each ſide of the ſhoal which lies in the mid-channel between Caſtillo Grande and Fort Mancinilla, ſeven of their galleons and other ſhips; and moored their two remaining ſhips of war, *viz.* the Conqueſtador of ſixty-ſix, and Dragon of ſixty guns, in ſuch a poſition, that their broadſides might bear on any ſhips attacking either the caſtle or fort. At a naval council of war, held the 30th, a reſolution was come to, that no time ought to be loſt, but that they ſhould proceed directly, and attack the remaining defences of the harbour, ſo as to be able to land the army at the moſt convenient place near the city. As the ſhips of war were advancing to execute the above plan, the enemy ſaved them much trouble, by blowing up Fort Mancinilla, which they ſuppoſed not tenable againſt ſuch a force; ſinking the two line-of-battle ſhips; ſpiking up the guns; deſtroying the powder; and abandoning Caſtillo Grande. Captain Knowles, who had been ſent to reconnoitre, firſt perceived how the Spaniards were employed; and making his report to Sir Chaloner Ogle, he ordered him to weigh anchor, and run in with his own ſhip (the Weymouth) cloſe to Caſtillo Grande, and fire, to ſee if the enemy would return it; all which he accordingly did: but the enemy making no return, he ſent his boats aſhore, and took poſſeſſion of the place. This caſtle mounted fifty-nine guns, and might have coſt much trouble, and many lives, to have reduced it. The guns were ſpiked up in ſo great a hurry, that many of them were ſoon rendered ſerviceable. The Admiral appointed Captain Knowles governor of the caſtle, and garriſoned it with one hundred men of Lord James Cavendiſh's regiment. The poſſeſſion of this place was of the greateſt conſequence to our future operations againſt Carthagena, as now the army could be landed within a league of that city; ſo that St Lazar was now the only remaining fort; the reduction of which, however, was abſolutely neceſſary, ſince it covered the only ſide of the city which could be attacked with advantage, and commanded the avenues leading to the body of the place. The Vice-Admiral, intending to bring the bomb-ketches to play on the city, on the 1ſt of April came to an anchor, with his ſhip cloſe to Caſtillo Grande. He ſet ſome of his diviſion to work, to endeavour to heave the maſts out of the Spaniſh veſſels, in order to make a channel over ſuch of them as were ſunk in the deepeſt water, and by that means to get the ſquadron in. Under the protection of the guns, he hoped to cover the deſcent of the army, which was to be made as near the city as poſſible. Captains Griffin and Rentone being ſent to reconnoitre the channel, found the ſtern of the Conqueſtador (which the enemy had ſunk) afloat: They fell on means to heave her round; and thereby opened a paſſage, through which the bomb-ketches, and two frigates, commanded by Captains Rentone and Broderick, immediately got in. While this was doing, Commodore Leſtock had completed the reimbarkation of the troops and cannon at fort St Louis; and having proceeded up the harbour, was ready to co-operate with the Vice and Rear-Admirals. On the 3d, the enemy ſet fire to a large French ſhip, which lay at anchor near the walls of the city. They muſt have been apprehenſive that ſhe was in danger of falling into our hands when our ſhips advanced to batter the city; for ſhe lay at too great a diſtance to receive any conſiderable injury from the cannon at Caſtillo Grande. The Weymouth and ſome other ſhips got through the obſtructed channel, entered the inner harbour, and diſpoſed themſelves in ſuch a manner as enabled General Wentworth to make a ſafe landing for the troops. At a council of war, conſiſting of military officers, they reſolved to land at a place called Texar de Gracias, a country houſe formerly occupied by the South-Sea factors, about two miles from fort St Lazar, and to poſſeſs themſelves of La Quinta, in order to cut off all communication between the town and the country on that ſide, to get the artillery landed, and to clear the ground for an encampment. About two in the morning of the 5th of April, Brigadier-General Blakeney, with the firſt diviſion of the troops, amounting to about fourteen hundred men, were embarked on board the boats of the ſquadron. They rendezvouſed aſtern of the Weymouth; and, as ſoon as day broke, the General ordered Colonel Grant, with the grenadiers of the army, to puſh for the ſhore. He was immediately followed by the reſt of the troops; the whole forming as ſoon as landed. After having waited a ſhort time, in expectation of two hundred American ſoldiers, who were, by the concerted plan of operations, to have joined the firſt debarkation, with working-tools; as likewiſe the Negroes, and a party of matroſſes, to attend eight patteraroes: the General ordered the grenadiers to march into the wood, and Brigadier-General Blakeney to ſuſtain them at the head of the two old regiments. The troops having forced their way through the wood by a very narrow defile, with the loſs of one man only, by the fire of a ſtraggling party, they halted; and the officer at the head of the grenadiers ſent the General word, that a conſiderable body of the enemy appeared in front. General Wentworth having reconnoitred them, gave orders for the grenadiers to form a column by ſub-diviſions, and to diſlodge them. The enemy (as it was afterwards confirmed by deſerters) conſiſted of about ſeven hundred men, and were drawn up on the ſtrand in ſuch a manner as to cover the road leading to the city, which they ſeemed determined to maintain. The ground over which the troops were to march, admitted of a front of no greater extent than a ſub-diviſion, the lagoon lying on the left, and a thick copſe on the right, into which the General ordered a party of American ſoldiers, who were to endeavour to take the enemy in flank and rear, and to diſlodge whatever parties they might have there. The grenadiers moved on with great ſpirit; and having, with very little loſs, received two fires from the enemy, they began a ſtreet firing. The front ſub-diviſion giving their fire at about the diſtance of a half muſket-ſhot; and, wheeling to the right and left, to make room for the next to advance, the enemy conjectured that our troops had given way, and expreſſed their joy by a loud huzza: but they were ſoon convinced of their miſtake, by the briſkneſs of the fire of our troops; who, ſtill advancing, the enemy fell into confuſion, and fled towards the city. As ſoon as proper guards were poſted, and the troops put under cover in the beſt manner that circumſtances would admit, which was by lodging them in ſome houſes and ſheds adjoining to La Quinta, a party was ſent out to reconnoitre the convent of La Popa; of which they immediately took poſſeſſion, without any reſiſtance from the enemy, ſome few of whom were made priſoners. At this place a poſt was eſtabliſhed, as it ſtands on a very conſiderable eminence, from which there is a view of the works at fort St Lezar, and the town of Carthagena. On the 6th, the General, accompanied by Brigadier-General Guiſe, and the principal engineer, reconnoitred the fort of St Lezar, and the city, from the convent of La Popa; and, at his return, he aſſembled a council of war, in which it was debated, whether fort St Lezar ſhould not be attacked the following night, before the enemy ſhould have finiſhed ſome works on the hill, which they were carrying on with the greateſt diligence; but no ſtores being yet landed from the ordnance ſhips, it was found neceſſary to poſtpone the attack. This evening were landed, and properly ſecured at La Quinta, out of the line of the enemy's fire, two twelve and three three pounders, with fifty rounds of powder and ball, and five rounds of grape-ſhot.

Some American ſoldiers and Negroes were likewiſe landed with ſome working tools; and the ground on which it was intended to encamp the army, was begun to be cleared. The exceſſive heat, however, not only retarded the work, but proved fatal to moſt of the Europeans who were employed in it. On the 7th, the council of war re-aſſembled, and were of opinion, from the report of the principal engineer, and intelligence received from priſoners and deſerters, that no attempt ought to be made againſt Fort St Lezar, without firſt having raiſed a battery; and that if the bomb-veſſels were ordered to fire on it, and a large ſhip of war to batter it, the reduction of it would be greatly facilitated. In conſequence of this, the engineer was ordered to mark out the ground for the battery, and to make his report. No time was loſt in letting the Vice-Admiral know the reſolves of the council; who, the ſame evening, returned an anſwer, in which he ſtrongly expreſſed his diſapprobation of waiting till a battery could be raiſed; and declared, that if the council of war ſtill perſiſted in their reſolution to raiſe one againſt ſo paltry a fort, he would engage, if the engineer did complete it, that the enemy would not wait a minute for the cannon. No anſwer, however, was returned to the reſolution of the council of war, wherein the expediency of bombarding and cannonading Fort St Lezar by the ſhips, was repreſented.

The enemy continued to carry on their works upon the hill of Fort St Lezar, and brought ſome pieces of cannon to bear on the General's quarters, but with very little effect. General Wentworth ſignified to the Vice-Admiral by letter, that he had endeavoured to cut off the communication of the city of Carthagena with the country, by the neck of land lying upon the ſea; but found that any detachment ſent thither, would be entirely in the enemy's power, as being at too great a diſtance from the camp to be ſupported; nor had he any boats on the lake, for ſupplying them with proviſions and water. He therefore propoſed, that ſome ſmall ſhips of war ſhould be ſent for the purpoſe, to lie near the ſhore. This the Admiral promiſed ſhould be done; but it never was performed. This projected piece of ſervice was of very great importance, and, from the beginning of our operations againſt Carthagena, ought not to have been neglected; the more eſpecially as, after we had gained poſſeſſion of La Popa, the neck of land being an entire flat for a conſiderable length of way, this entry to the town might have been fully commanded, by placing three or four ſloops of war cloſe to the ſhore, ſo that no ſupplies could have entered the place from that part of the country.

The General having preſſed for ſuch reinforcements of troops from the fleet as his inſtructions gave him a right to demand, the Vice-Admiral this day ſent on ſhore the remains of the American regiment, and forty men belonging to Lord James Cavendiſh's, and Colonel Bland's regiments. Theſe were abſolutely neceſſary, as the ſtrength of the army, when landed at Texar di Gracias, amounted to no more than four thouſand three hundred and fifty men, now much diminiſhed by ſickneſs and death. On the 8th, the council of war again aſſembled; and the principal engineer reported, that ſo large a number of men, and ſo much time would be neceſſary to cut through the wood, and to raiſe a battery, as, in the preſent circumſtances of the army, would be altogether impracticable, eſpecially as the ſickly ſeaſon was now come on, and the water in the ciſterns began to grow low. No choice being left, but either to make a bold puſh for carrying Fort St Lezar, or to return on board, the council came to the reſolution to attempt the fort on the following morning. The ſcaling ladders having been put on ſhore, the council were farther induced to come to this reſolution, from the freſh intelligence received from deſerters and priſoners, and actually confirmed by the obſervations of ſome of the engineers, who had viewed the fort very near, viz. That the walls were not too high for our ladders; and that there was not any ditch at the foot of them, as had been before reported: that the road leading up the hill on the right was broad, and of an eaſy aſcent: and that there was a wooden en door on the left of the fort, which might be forced without much difficulty, and to which a deſerter offered himſelf as a guide. From this meaſure two general officers entered their proteſt; but what perhaps might have conſiderable weight with ſome of the members in adopting this meaſure, was the Vice-Admiral's preſſing vehemently for the attack, without a breach being made; and his inſiſting that it was ſcarcely poſſible to miſcarry in the attempt. The General too, might imagine, if the attack was not made, that, raſh as it was, his enemies would not fail to make a handle of it againſt him at home, and poſſibly lay the blame of the miſcarriage of this expedition ſolely upon him. To be unſucceſsful or unfortunate, is generally to be criminal in the opinion of mankind. Such guides and deſerters as had been put on board the fleet for ſecurity, were now, by the Admiral's orders, ſent immediately on ſhore; and the remainder of the day was taken up in preparations for the attack. In the evening, the council of war again met: a diſpoſition for the attack was laid before them, approved of, and immediately communicated to the principal officers in the army by the Majors of Brigade. As to the diſpoſition of the attack itſelf, it has eſcaped cenſure. Unavoidable accidents will often diſconcert the beſt-laid ſchemes, eſpecially in the military line. In the preſent inſtance, the whole was conducted in the dark; where the officers were in a great meaſure conſtrained to grope their way, little dependence being to be placed on their guides, although the beſt that were to be obtained. To proceed—The place was ordered to be aſſailed in two places at once. The grenadiers in this hot climate being relieved from the weight of their pouches, a party of the American regiment was ordered to march next to them, with the grenado ſhells in bags, in order to furniſh them to the grenadiers as they might be wanted. This party, moſt unluckily, in the darkneſs of the night, fell back into the rear, and did not come up with the ſhells till after the attack was begun. The attack on the left was to be led on by Colonel Grant; the whole commanded by Brigadier General Guiſe. April the 9th, by two o'clock in the morning, the troops ordered for the ſtorming of fort St Lezar, were paraded on the ſtrand; and every thing being in readineſs, they moved on to the attack a little before day-break. Never did ſoldiers ſhew a greater ſpirit: they mounted the hill, on whoſe ſummit the fort ſtands, with uncommon reſolution; but the column that was to have gone up an open acceſſible road, which lay upon the right of the fort, was moſt fatally, by reaſon of the darkneſs, and by the miſtake of the guide, led up the centre, where the aſcent is very ſteep, and the ground broken. Some of the foremoſt of the troops gained the top of the hill, and puſhed on to the enemy's entrenchments. The ſcaling ladders were called for; but the American ſoldiers who carried them, notwithſtanding the endeavours of their officers to prevent it, caſt them down; at the ſame time ſeizing on firelocks, or putting themſelves under cover from the enemy's fire. Thus this column, not being properly ſuſtained, ſuffered very ſeverely: they bore their loſs, however, with undaunted bravery; but not being able to make any impreſſion on the enemy's works, they were ordered to retreat. The attack on the left was equally unſucceſsful; Colonel Grant being mortally wounded, when he had gained near the top of the hill: and the guide, with ſeveral others being killed, the officer next in command advanced no farther. Such was the ſituation of things at break of day, when the enemy being ſtrongly reinforced, the General ſeeing the loſs we had ſuſtained, ſent five hundred men to General Guiſe, with orders for them either to ſupport him in perſevering in the attack, or to cover the retreat of thoſe who ſurvived. The latter was now the only alternative; and this ſervice they effectually performed, the enemy not daring to purſue. In this unfortunate aſſault, we had one hundred and ſeventy-nine officers and ſoldiers killed, and four hundred and fifty-nine wounded, many of them mortally: ſixteen were made priſoners, ten of whom had fallen wounded on the top of the hill: of theſe, three were officers, who, although they were treated with the greateſt humanity by the Spaniards, died in two or three days.

The principal engineer having propoſed the raiſing a breaſt-work at the advanced guard, it was ſet about without delay, and nearly finiſhed by the next morning, ſo as to cover the men from the enemy's fire. A ceſſation of arms was agreed on for a few hours to bury the dead. April 10th, the ſick and wounded were ſent on board;

and the entrenchment at the advanced guard was enlarged for the reception of two mortars, which were placed there on that day. The army was greatly diſtreſſed at this time, as well by hard duty, as by a ſickneſs which increaſed hourly, and from their proviſions not being regularly landed. The 11th of April, the two mortars at the advanced guard began to fire on Fort St Lezar, with very good effect; and the ſame day the General convened a council of war, conſiſting of land-officers, when he laid before them a ſtate of the army. They came to the unanimous reſolution, "That, without a conſiderable reinforcement from the fleet, it would not be poſſible to go on "with the enterprize." This reſolve was immediately communicated to the Admiral. The ſickneſs in the army ſtill increaſed; many of the principal officers were ſeized with it, and the water in the ciſterns began to be very low. The Vice-Admiral ſent his anſwer to the reſult of the council of war on the 12th; but took no notice of the requeſt of a reinforcement from the fleet. The council of war again aſſembled, and could not fail to be ſenſible of the contempt with which they were treated by the Vice-Admiral. Of this, in their anſwer, they took the proper notice; and deſired he would iſſue out his orders for embarking the cannon, &c. as they concluded from his ſilence in ſo material a point, that no reinforcement was to be expected. On the 13th, the Vice-Admiral anſwered this repreſentation of the council of war of land-officers; who again anſwered this letter immediately, requeſting that a general council of war might be aſſembled without delay. In conſequence of this, it was agreed, that the ſaid general council ſhould aſſemble on board the Vice-Admiral's ſhip the next day, the 14th; when General Wentworth laid a ſtate of the army under his command before them, and declared, that he deemed it to be impracticable to go on with the enterprize, without aſſiſtance from the fleet. The principal engineer was called in and examined. He informed the council of the places moſt proper for erecting batteries: to which he added, that not leſs than a fortnight would be required for raiſing them, conſidering the many interruptions to be expected from the enemy, and the ſickneſs which was every hour increaſing among the troops: that fifteen hundred men would be neceſſary for the proper reliefs for that ſervice only; but that, with the troops now aſhore, the ſiege could not be undertaken with any probability of ſucceſs. The Vice-Admiral, who ſeems to have taken his reſolution before the council aſſembled, was going to put the queſtion, Whether the troops ſhould be reimbarked or not? when General Wentworth declared he would not give his vote, till he ſhould be informed what aſſiſtance they were to expect from the fleet. He was interrupted by the Vice-Admiral in great heat and paſſion, and with the moſt unpolite language. To this the General made a proper reply; to which the Vice-Admiral made no return, but immediately left the cabbin. The debate was now carried on without heat, paſſion, or abuſe: and the General having repeated his queſtion, Sir Chaloner Ogle, and the reſt of the ſea-officers unanimouſly declared, that it would by no means be adviſeable to truſt the ſailors on ſhore, as they could be kept under no command, and would ſoon diſperſe themſelves in the woods*. To which Mr Vernon (who ſat in the gallery within hearing) added aloud, that ſome of them would ſoon ramble into Carthagena. The Vice-Admiral now returned and took his ſeat at the board, when it was unanimouſly reſolved to reimbark the troops and cannon with all poſſible expedition. At the time this council of war was aſſembled, the troops were by ſickneſs and loſs reduced to three thouſand five hundred and ſixty-nine men; and many of theſe ſo feeble and worn out with fatigue, as ſcarcely to be fit for the ordinary duty. In the above number is included, one thouſand one hundred and forty American ſoldiers, ſix hundred of whom were only employed as working parties. The General's requeſt was, that the army ſhould be made five thouſand effective men.

Captain Knowles, of the Weymouth, had, on the 8th of April, begun to erect a battery for two ten inch mortars on ſhore, near to where his ſhip lay at anchor, from which he began to bombard Fort St Lezar on the 14th; but the diſtance was too conſiderable, to render the fire certain or effectual.

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* In the courſe of this Work, there will be occaſion to ſhew, that the ſailors can be of the greateſt ſervice aſhore. Vide Eaſt Indies, in 1756, 1757; Manilla, in 1762; The Havannah, in 1762; and other places.

On the 15th, the cannon, ſtores, and baggage were reſhipped; and on the 16th, in the evening, the troops ſtruck their tents, marched from their ground to the beach in three diviſions, and embarked on board the tranſports; the enemy not moleſting them in their retreat. This being effected, it was generally imagined, that all attempts to reduce the city of Carthagena were now at an end; but Admiral Vernon reſolved to try an experiment for that purpoſe, as extraordinary as it was uſeleſs. Early in the morning of the 16th, the Gallicia* prize, (which he had ordered to be prepared as a floating battery, mounting ſixteen guns, which were eighteen and twelve pounders), commanded by Captain Hore, was ſeen advancing againſt the city. The Captain had orders to anchor as near the walls as the depth of water would admit of, and to batter the ſame with all the guns he could bring to bear. She grounded before ſhe was near enough to do any execution, but kept up a well maintained fire from five in the morning till noon. The enemy brought every gun they could to bear upon her; and having at this time nothing to divert their attention from ſo fair an object, ſhe was rendered almoſt a wreck. The Vice-Admiral now ſeeing the folly of his project, ſent orders to Captain Hore to cut, and drive before the ſea-breeze, as ſoon as it became ſtrong enough; the ſhip having floated on becoming lighter. This order was obeyed; they continued to fire until they found the enemy's ſhot did not reach them. Soon after, they got on a ſhoal, which proved the means of ſaving the lives of her gallant crew, as the ſhip was on the point of ſinking, having received twenty large ſhot between wind and water. She had ſix men killed, and fifty-ſix wounded. So much by way of experiment.

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* This ſhip was manned with volunteers from the different ſhips. From the manner in which the Gallicia was fitted up, having her merlons filled with earth or ſand, ſhe drew full as much water as ſome of our eighty gun ſhips. Not a doubt now remains, but that large ſhips can come almoſt cloſe to the walls of Carthagena. The galleons, for inſtance, are of a conſiderable ſize, and lie cloſe to the town, for the conveniency of loading and unloading. M. Pointis, when he took Carthagena, battered the walls of that city from his own ſhip, the Sceptre, which mounted eighty-four guns, and drew more water than any of our eighty gun ſhips. Beſides all this, the immenſe expence the Spaniards have ſince been at, to fortify the city on that ſide, ſhews it to have been vulnerable then.

This very extraordinary proceeding can only be accounted for from the Vice-Admiral's being conſcious how very much he would be blamed for not co-operating with the army, and ſending in a ſtrong ſquadron to batter the town, at the time the troops were before Fort St Lezar. He meant, by this attack, to demonſtrate to the fleet and army, that it was impoſſible for large ſhips to get cloſe enough to the city to batter its walls with any ſort of effect; and he was right, if ſhips were to keep in the ſame track as the Gallicia did: but had ſhe ſteered a little more to the left, ſhe would have found ſufficient depth of water to have got within piſtol-ſhot of the city. Had he aided the army with ten or twelve pieces of heavy cannon, and drawn them to the camp; reinforced the army by garriſoning the forts and caſtles with ſailors; and, when our batteries opened againſt Fort St Lezar, ſent five or ſix large ſhips againſt the town; there can be little doubt, but that the Spaniards would have ſurrendered in a few hours after the attack commenced: for a recent fact has confirmed, that newly thrown up works, no matter how well garriſoned, prove of little avail againſt regular approaches, and a well-ſerved battering train *. The ſailors were now employed in getting out the maſts, weighing the anchors of the ſunken ſhips, and deſtroying all the forts, caſtles, batteries, and lime-kilns. This being accompliſhed, and the Gallicia prize ſet on fire, the fleet ſailed on the 8th of May from this ſcene of miſery and diſtreſs, for the iſland of Jamaica. It reached that place on the 19th, and found the convoy from England had arrived four days before. Commodore Leſtock, with moſt of the three-decked ſhips, four more ſail of the line, and five frigates, was ordered to England, and to take the homeward-bound trade under his convoy.

While the fleet and tranſports were refitting, a council of war was aſſembled at Spaniſh Town, in which it was propoſed, to make an attack on the iſland of Cuba. Governor Trelawney, however, from the intelligence he had received of the defenceleſs ſtate of ſome of the principal Spaniſh ſettlements in the South Sea, was for making an attempt on the city of Panama; and gave his reaſons againſt any attack on the iſland of

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* Vide the ſiege of York-Town, in 1781.

of Cuba at preſent; for although the reducing of the Havannah was ſtrongly recommended by his Majeſty's inſtructions, yet as that ſervice was declined when both fleet and army were more than double their preſent numbers, ſucceſs could not now be looked for, when both were ſo greatly diminiſhed in point of ſtrength; and Don Roderigo de Torres was now in that port with a ſquadron, equal, if not ſuperior, to the Britiſh fleet in theſe ſeas: but notwithſtanding theſe cogent reaſons, the admirals and generals reſolved to proceed againſt the iſland of Cuba. (See Note 19.)

The army was now reduced to ſomething more than three thouſand men, but to theſe were added a thouſand picked Negroes, raiſed in the iſland of Jamaica for his Majeſty's ſervice. The 25th of June, the Vice-Admiral diſpatched Captain Rentone in the Rippon, to cruize off St Jago, to reconnoitre the harbour and its defences, intercept the enemy's trade, and endeavour to gain all poſſible intelligence relative to the place. He appointed Cape Donna Maria for the firſt, and Walthenham bay for the ſecond general rendezvous. On the 28th of June, the ſhips of war and tranſports began to leave Port Royal harbour; and by the 30th, the whole were fairly at ſea. The Vice-Admiral left the Suffolk, Strafford, Dunkirk, Briſtol, Litchfield, and Vulcan, for the protection of the iſland and its trade, under the command of Captain Davers; who had orders to haſten the repairs of the York, Auguſta, and Deptford, and to diſpatch them after the Admiral as quickly as poſſible. The tranſports and ſtoreſhips, conſiſted of about forty ſail; and on the 18th of July, the whole fleet got into Walthenham bay or harbour, which is one of the fineſt and moſt ſecure in the Weſt Indies. To this harbour the Vice-Admiral gave the name of Cumberland harbour, in honour of his Majeſty's ſecond ſon. The ſmaller ſhips of war, and tranſports, were that ſame day diſpatched as high up the harbour as the depth of water would admit of, under the direction of Captains Watſon and Forreſt. Next day, a general council of war was held, which was compoſed of the Vice-Admiral, General Wentworth, Sir Chaloner Ogle, Brigadier-General Blakeney, Colonels Lowther and Cochran, and Captains Mayne and Cotterell; and they came to the unanimous reſolution, that, as the attempting

ing the reduction of the town of St Jago de Cuba, was found, on the beſt information, to be impracticable by ſea, that every means in their power ſhould be exerted to attack the place on the land-ſide, and to endeavour to take by ſurpriſe the Eſtrella caſtle, and Catherina battery. The army was immediately debarked, and encamped near to a navigable river, which the Vice-Admiral named Auguſta, about three leagues from the harbour's mouth. The General ſent a detachment under Major Dunſter, who penetrated as far as the village of Elleguava, the inhabitants of which abandoned it on his approach. Here he continued ſome days; but not being ſupported, he ſeized ſome horſes and cattle, and returned with a very trifling loſs to the camp.

From this excurſion it plainly appeared, that it was poſſible to have penetrated with very little loſs to the town of St Jago, from which he was not above ſixty-four miles diſtant. The enemy were much alarmed; they had no army to make any oppoſition: but General Wentworth did not poſſeſs a genius for enterprize. The greateſt danger lay againſt the fleet; the enemy had twelve ſail of the line in the harbour of the Havannah; and the Vice-Admiral, well knowing that the ſecurity of the army and tranſports depended entirely on the ſquadron being in a condition to defend the entrance of the harbour, and to repel any attack the enemy might make on that ſide, he diſpatched ſome of his beſt-ſailing ſhips to cruize off the Havannah, to watch the motions of the fleet, and to bring him the earlieſt accounts of them; with others he blocked up the harbour of St Jago; and in order effectually to ſecure the army, &c. he formed a line with ſix of his largeſt ſhips directly acroſs the harbour's mouth, ſo that the enemy muſt neceſſarily force their way through them, before they could get at the tranſports. He urged the General to advance; and aſſured him, by the time he got before the town, he ſhould find either Sir Chaloner Ogle or himſelf off the harbour's mouth, ready to give him all the aſſiſtance in their power. Inſtead of advancing, the General informed the Admiral, by letter, that it was doubtful whether he could proceed any farther; that the troops were become very ſickly, and that it would be impoſſible to remain where the army then was, much longer. This letter, which the Vice-Admiral immediately communicated to Sir Chaloner Ogle, was matter of great concern; as, from all the intelligence they had received, to ſecure ſucceſs, the General had only to appear before the place, when it would capitulate. The General held a council of war on the 9th of October; the reſult of which was, that they could not march any body of their troops farther into the country, without expoſing them to certain ruin; and were firmly of opinion, that advancing with the army to St Jago, in their preſent circumſtances, was impracticable. On the 13th, a general council of war was aſſembled: the naval officers laid all the information before it that they had obtained, and ſtrongly urged the land-officers to march againſt St Jago. The land-officers, however, adhered to the opinions they had given at the military council of war on the 9th; and thus they ſeparated, without coming to any determination concerning their future operations. The Vice-Admiral now reſolved to reconnoitre the place himſelf; and for this purpoſe he ſhifted his flag on board a ſmaller ſhip, and with ſome other veſſels ſailed on this ſervice on the 4th of September. He found it all a bold ſhore; that there was not any anchorage off St Jago; and that it was an unſafe harbour, eſpecially for large ſhips, as they muſt run in cloſe along ſhore to windward of the mouth of the harbour, be driven down under the Moro Caſtle, come to an anchor there, and then warp in. He was convinced, from the obſervations he had now an opportunity of making, that the number of obſtacles which nature had thrown in the way, were by far too many, for the ſquadron under his command to attack the place with any probability of ſucceſs.

General Wentworth now came to the reſolution of relinquiſhing the enterprize againſt the iſland of Cuba, of returning to Jamaica, and there meeting the reinforcements expected from England. In conſequence of this, the army were once more put on board their tranſports, November 20th. The 28th they left Cumberland harbour, and ſteered for Jamaica. Admiral Vernon ſtationed ſome ſhips to meet the convoy expected from England, to give them notice of the troops being withdrawn from the iſland of Cuba, and of his return to Jamaica. Thus ended a very expenſive enterprize, which, from the beginning, was ill-concerted and miſerably executed. Had it even been attended with all the wiſhed-for ſucceſs, the nation could have reaped but little benefit from a partial reduction of the iſland of Cuba; the city of St Jago being a place of very little conſequence, and chiefly remarkable for being the reſidence of the Governor of the eaſtern diſtrict, and the ſee of a biſhop. It may be remarked, too, that the Havannah, a place of the greateſt importance of any the Spaniards poſſeſſed in the Weſt Indies, remained to be conquered before we could reckon our footing on the iſland ſecure; and the enemy, very judiciouſly, had there collected ſuch a naval and military force, as rendered them by far too formidable for our feeble army to attack the place.

While our troops were on the iſland of Cuba, his Majeſty's ſhip, the Worceſter, being on a cruize, took a Spaniſh ſhip of war of twenty-four guns, and two hundred and twenty men, having diſpatches on board for the Viceroy of Mexico; who finding they could not eſcape, the diſpatches were thrown overboard. The Defiance, Captain Trevor, alſo took a regiſter ſhip of three hundred and fifty tons, twelve guns, and fifty men, laden with a very valuable cargo of proviſions and ſtores for Carthagena. The Shoreham took another regiſter ſhip, having ſeventy thouſand pieces of eight on board. Captain Peter Warren, of his Majeſty's ſhip the Squirrel, took the largeſt and only remaining privateer belonging to St Jago de Cuba, mounting ſixteen guns, having a crew of one hundred and thirty men, and commanded by one Valladon, a Frenchman, who had done much miſchief to our trade in theſe ſeas. But the diſcovery made in conſequence of this capture, was of much more importance than the capture itſelf, and was entirely owing to the indignation which an honeſt tar, one of Captain Warren's crew, felt at ſeeing a dead Spaniard lying on a Britiſh enſign. Captain Warren found the privateer at anchor in a little cove behind a rock; moſt of whoſe crew were aſhore cutting a bowſprit. The weather being very fine, he anchored cloſe to the privateer, whom he engaged ſo warmly, that part of the crew who were on board took to their boats, and joined their companions on ſhore. To prevent Captain Warren from taking poſſeſſion of the veſſel, they kept up a ſmart fire of ſmall arms from behind the rocks; but the

Lieutenant of the Squirrel, and twenty brave fellows, diſgarding their efforts, boarded her. Both ſhips now fired ſome broadſides among the rocks, where the privateer's people had taken ſhelter, by which many of them were killed; and the remainder were glad, by a precipitate flight, to find ſafety in the woods. Some of Captain Warren's people puſhed aſhore after them; one of whom found the dead Spaniard in manner mentioned above. The ſailor ſwore, d—n him, if he ſhould lie on ſo honourable a bed; and immediately rolling off the dead body, brought away the enſign, in the corner of which, he found wrapped up a packet of letters, which he delivered to Captain Warren as ſoon as he returned on board. The Captain gave them to Admiral Vernon; who finding them of the greateſt conſequence, tranſmitted them to the Duke of Newcaſtle*.

MEDITERRANEAN.

The Court of Madrid, formerly remarkable only for its indolence and inactivity, had now aſſumed a very different ſyſtem; they were all alertneſs and intrigue. The Queen of Spain was a woman of great ambition, and was ſuppoſed to have conſiderable influence with her huſband. Her chief deſire was to procure a ſettlement in Italy off the Emperor's territories for her ſecond ſon Don Philip. This induced the Spaniards to try every effort to draw the Court of Verſailles into their ſchemes. No ſooner was the deſtination of Commodore Anſon aſcertained, than they equipped a ſuperior ſquadron, the command of which was given to Admiral Pizarro, with orders to follow the Britiſh Commodore, and to defeat his deſigns. The fate of this ſquadron is ſingular, and an account of it will be found in our narrative of Mr Anſon's voyage.

This year the French equipped a ſtrong ſquadron at Toulon, under M. de Court, who proceeded with it towards the mouth of the Straits. Admiral Haddock, who had long blocked up the Spaniſh fleet under Admiral Novarro, in Cadiz, had lately been obliged to retire to Gibraltar, to refit his ſquadron, leaving cruizers to watch their motions, and bring him intelligence. When the French fleet approached near, the Spaniſh fleet quitted Cadiz, and made for the French fleet.

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* It is ſaid that they contained the moſt authentic information, that the French ſquadron under M. d'Antin at Port Louis, was intended to join, and act in concert with, the Spaniſh ſquadron under Admiral de Torres at the Havannah, the beginning of this year, had not the bad condition of the ſhips and crews, and want of proviſions, of the former, compelled them to return to Europe.

Admiral Haddock receiving intelligence that the Spaniſh ſquadron from Cadiz had paſſed the Straits, reſolved to put to ſea, and, if poſſible, attack them before they joined the French ſquadron from Toulon. On the 7th of December, he had got as far as Cape de Gat, when the frigates a-head made the ſignal for ſeeing a fleet; ſome of which ſoon became viſible to the ſquadron. The Admiral crowded ſail all night, but was much retarded with calms. At ſun-riſe, on the 8th, the frigates again got ſight of them; and, ſoon after, ſixteen ſail were to be ſeen from the maſt-heads of the ſquadron, bearing E. and both fleets ſteering E. N. E. At eight o'clock, the wind changed to S. E. by E. The Admiral continued, with a preſs of ſail, ſtanding on cloſe to the wind, and neared them ſo as to diſcern, from the poops of his ſhips, that one of their ſhips had a flag at the mizen top-maſt head. About ten o'clock, Captain Barnet, of the Dragon, made the ſignal for ſeeing ſeven ſail of large ſhips to the northward; one of whom had likewiſe a white flag at the mizen top-maſt head, and another of them had a broad white pendant at the ſame place. They were formed in a line, and ſteered about N. W. Soon after noon, the Admiral made the ſignal to ſpeak with the eight ſenior Captains, with whom a council of war was held. At which, after conſidering that we then plainly ſaw a ſquadron, conſiſting of eleven ſhips, to the northward, ſtanding off towards us, with all their ſail, and French flags hoiſted; that the Spaniards were ſteering directly for them; that the latter were three leagues from us, and the former not five; that therefore it was impoſſible for us to attack the enemy in any regular order, before they might join the French, on whoſe neutrality we could not depend; and being unable to account for their having cruized near ſix weeks off Cape de Gat at this ſeaſon of the year, without ſuppoſing that it was in order to join the Spaniards, and defend them, if not jointly to attack us; it was unanimouſly judged improper to continue to purſue them. In conſequence of that reſolution, the ſquadron tacked at two o'clock, and ſtood off with top-ſails and fore-ſails.

The Spaniards hoiſted their colours about three o'clock, being formed in a line; and ſoon after the French ſquadron tacked and ſtood towards them. About four, the Spaniards brought to, with their heads to eaſtward, ſeemingly with an intention to wait for the French coming up. Our fleet loſt ſight of them in the night of the 12th of December, about twelve leagues S. S. W. of Formentera, the wind at N. W. by N. Our fleet then ſteering N. E. by E. again got ſight of the combined fleet from the maſt-head, about nine the next morning. The Admiral kept his wind; and by ten o'clock could ſee eleven ſail to the northward, which appeared to ſteer the ſame courſe as we did: at ſame time he perceived four ſail of large ſhips, bearing about N. N. E. cloſe to the wind, with their ſtarboard tacks on board. About eleven o'clock, two of the latter came away laſking till they were on our beams, about three leagues to windward, when one of them hoiſted a flag at the mizen top-maſt head, the colour of which was not diſtinctly perceived, but it reſembled an Union flag: ſoon after which, thoſe two ſhips tacked, and ſtood towards the body of the fleet, which, much about the ſame time, handed their top-ſails, when the whole were ſeen very plainly. Twenty-ſix of them appeared to be ſhips of war, in two diviſions, cloſe together. In that which was to the eaſtward, and ſeemed the leading diviſion, were two ſhips with large white flags at their mizen top-maſt heads, one with a white pendant at the mizen top-maſt head, and two with the like pendants at their fore top-maſt heads: but in the other diviſion, neither flag nor pendant could be perceived, although no doubt could be entertained of their being men of war, from their ſize. About two in the afternoon, one of the flag ſhips hoiſted a white flag at the main top-maſt head, and fired a gun; upon which they all hauled up their main-ſails, and laid to under their fore-ſails and mizens. Admiral Haddock then ſteered away E. N. E.

the proper courſe to go clear of the iſlands; and, before ſunſet, loſt ſight of the combined fleet*.

The junction of the French ſquadron alone ſaved the Spaniſh fleet: for it would have been the height of raſhneſs in Admiral Haddock to have hazarded an action with both, who, when joined, were nearly double his force, (See Note 20.) Admiral Haddock was therefore obliged to deſiſt from his purpoſe; and ſteered for Mahon harbour, where he was ſoon after joined by a ſtrong reinforcement, under Commodore Leſtock. The combined fleet proceeded without farther moleſtation to Barcelona; at which place fifteen thouſand Spaniſh troops were embarked, which they eſcorted to Orbitello, where they landed.

Nothing could exceed the indignation of the Britiſh nation, when this matter came to be known. It was propagated with much induſtry, that the hands of the gallant Haddock were tied up by a neutrality entered into for Hanover. Nothing could be more falſe. Poſterity will do juſtice to the Admiral's character; for his ſpirit was known to be ſuch, that he would have ſcorned to have acted conformable to the mean ſelfiſh treachery of any Miniſter. But the deſign of theſe reports is now ſeen through: they were aimed more againſt the Miniſter than the Admiral. The general election was at hand; and the rendering the Miniſter as odious and unpopular as poſſible with the people, was deemed neceſſary, in order to prejudice as many of the electors againſt him and his friends, as the party in oppoſition could perſuade by any means in their power. This, and ſimilar meaſures, contributed very much to the overthrow of Sir Robert Walpole's adminiſtration, on the meeting of the new Parliament.

On the 25th of July, his Majeſty's ſhips Dragon and Folkeſtone, two of Admiral Haddock's ſquadron, commanded by Captains Barnet and Balchen, being on a cruize off the mouth of the Straits, in the evening got ſight of three ſail of large ſhips: the largeſt they took for a Spaniſh ſhip of the line, and the other two for regiſter ſhips under her convoy, with trea-

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* This account is taken from a MS. in the hand-writing of the late Captain Barnet of the Dragon, communicated to the author by the Captain's ſon, to whom he is under the greateſt obligations for his obliging and important communications.

ſure from the Weſt Indies. To theſe they immediately gave chace; and, coming up with the ſternmoſt about midnight, Captain Barnet ordered her to be hailed, in order to know who they were: The anſwer was, They were French, from the Weſt Indies: The Captain then requeſted them to bring to, as he muſt ſend a boat on board. This being refuſed in very unpolite terms, Captain Barnet ordered a gun to be fired right acroſs the bow of the French ſhip, which they returned with a broadſide. A warm action then commenced with all the ſhips, which laſted till day-light, when it was diſcovered that theſe three ſail were French ſhips of war; on which the firing ceaſed on both ſides, and mutual apologies for the miſtake took place. The French were commanded by M. de Caylus. They had one Captain and twenty-five men killed, and ſeventy-five men wounded: and their ſhips had ſuffered ſo much, they were obliged to put into Malaga to refit. We had eleven men killed, and twenty-two wounded; and our ſhips were conſiderably damaged. Admiral Haddock's health being much impaired, towards the cloſe of the year, he reſigned the command of the Britiſh fleet in the Mediterranean to Commodore Leſtock, and returned to England.

NAVAL TRANSACTIONS NEAR HOME.

The ſucceſs of his Majeſty's ſhips, while cruizing, was pretty conſiderable. The Rupert of ſixty guns, commanded by Captain Ambroſe, took the St Antonia de Padua, a privateer belonging to St Sebaſtian's, of ſixteen guns, and one hundred and ſixty men; alſo another privateer, called the Biſcaia, of only ten carriage and two ſwivel guns, with one hundred and nineteen men, who had the temerity to engage the Rupert for ſome time, ſhe being diſguiſed like a merchant veſſel; but ſoon diſcovering their miſtake, they ſubmitted: This privateer had captured twenty-three Britiſh ſhips. On another cruize Captain Ambroſe took, after a long chace, the Duke de Vendome privateer of St Sebaſtian's, of twenty-ſix guns and two hundred men, commanded by a Frenchman. After a chace of ſeveral days, Captain Ambroſe likewiſe came up with, and engaged for ſome time, N. S. del Carmen, a privateer of twenty-four carriage and twenty ſwivel guns, and one hundred and eighty men, from St Sebaſtian's, and at laſt boarded her; on which ſhe ſtruck, having had twelve men killed, and as many wounded. The Rupert loſt only one man, who unluckily fell over board and was drowned, as the Rupert laid the privateer on board. As an acknowledgement of the ſervice Captain Ambroſe had performed, the merchants of the cities of London and Briſtol, did each of them preſent him with a handſome ſilver cup, richly emboſſed, with his arms, and an account of his ſervices engraved on it. The Succeſs of twenty guns, commanded by Captain Thompſon, took and carried into Boſton in New England, where ſhe was condemned, Le Grand Juſtice, a French ſhip from the Havannah, with ſugar, cochineal, and cocoa, and having on board one hundred and eighty thouſand dollars, ſixty bars of gold and ſilver, with other treaſure: She turned out a prize of great value. The Superb of ſixty guns, commanded by the Honourable Captain William Hervey, took, on his paſſage from the Weſt Indies, a rich ſhip from the Caraccas, called the Conſtante, of four hundred tons, twenty guns, and ſixty four men, valued at 200,000 l. Sterling. The Squirrel, Captain Warren, took ſeveral valuable prizes. The Tartar, the Honourable Captain Townſhend, took the Virgin of Roſario, a privateer. Captain William Parry, commander of his Majeſty's ſloop Grampus, being on a cruize off the coaſt of Portugal, fell in with a privateer of ten guns, and eighty men, who, after a ſingle broadſide, ſtruck. Captain Parry took the Commander and fourteen Spaniards on board the Grampus, and put an officer and ten of his own men into the privateer; but by bad weather, they ſeparated in the night; and the prize proving leaky, they were obliged to make the firſt port they could, which happened to be Porta Vedra, about twelve miles from Vigo, where our people were made priſoners. Captain Parry receiving intelligence of this, obtained a pilot, and went into Porta Vedra, where he deſtroyed three privateers, and brought off a prize which one of them had taken. Captain Harriſon in the Argyle, (one of Sir John Norris's ſquadron), took a ſmall brig from Rebadues, laden with lime, which had drove on ſhore near Cape Prior; and four barks laden with the ſame ſort of cargo. Being joined on that cruize by his Majeſty's ſhip the Gibraltar, and the Grampus ſloop; they burnt a veſſel in Camerania Bay; and obtaining intelligence of ſome Britiſh prizes having been carried into Redondella, they immediately proceeded to that place, puſhed boldly in, and cut out five of the prizes which they found lying at anchor there.

Theſe, and many other inſtances could be given of the valour and good conduct of the Britiſh officers in naval engagements, and of their exertions to diſtreſs the enemy: but, notwithſtanding theſe, the nation in general, and our merchants in particular, were extremely diſſatisfied with the manner in which the war had been conducted. Great fleets were aſſembled at a very great expence; and although they went to ſea, they were ſo unlucky, that they neither annoyed the enemy, nor afforded protection to our commerce; for, notwithſtanding we took a great number of their ſhips, yet the loſs we ſuſtained by their privateers was ſuch, as turned the balance greatly in favour of the Spaniards. So poorly too were our coaſts, and the approaches to them protected, that the enemy's privateers had the inſolence to cruize in the North ſeas, the Channel, and the ſoundings. From the commencement of the war, to the end of the year 1741, the number of prizes amounted to three hundred and ninety; and we loſt in that time three hundred and ſeventy-two; which, conſidering the number of ſhips of war we had in commiſſion, and the multitude of privateers which the merchants had fitted out, made them complain that due attention had not been paid to the placing of our ſhips in proper ſtations, inſomuch, that they reſolved to apply to Parliament for a redreſs of their grievances.

On the 28th of April, his Majeſty was pleaſed to diſſolve the Parliament, and to call a new one; the writs being made returnable the 25th of June. Hiſtory, perhaps, does not exhibit an inſtance in which two parties exerted themſelves with ſo much keenneſs, the one to maintain, and the other to acquire a majority in the Houſe of Commons, as on the preſent occaſion. They aſſumed the names of Whig and Tory, or more properly were denominated the Court and the Country parties. At the head of the latter, was the Prince of Wales, who brought to it a very conſiderable acceſſion of friends, and none of more conſequence than John Duke of Argyle and Greenwich, by whoſe influence and popularity in North Britain, he ſecured to his intereſt very near forty out of the forty-five members returned from that part of the kingdom. So very obnoxious were many of the meaſures which had been adopted by the preſent miniſtry, that the electors of ſeveral counties, cities, and boroughs, framed a ſet of inſtructions to their new repreſentatives, to exert themſelves in Parliament, ſo as to obtain a repeal of them, and to get their ſeveral grievances redreſſed.

After many prorogations, the Parliament met for the diſpatch of buſineſs, on the 1ſt of December, when his Majeſty deſired the Commons to chuſe a Speaker, and to preſent him on the 4th. They unanimouſly made choice of Arthur Onſlow, Eſq. His Majeſty ſignified his approbation of him on that day, and made a ſpeech to both Houſes, in which he informed them, that he was glad to meet them in Parliament, not only that he might receive their advice at ſo critical a juncture, but that he might learn the ſentiments of his people, from the repreſentatives they had ſo recently choſen. That, agreeable to the advice of the laſt Parliament, he had entered into a juſt and neceſſary war with Spain; and as they had recommended it, ſo he had carried on the principal operations of it in America. He had communicated to the laſt Parliament, the dangers which threatened the ſubverſion, or reduction of the Houſe of Auſtria. That both Houſes had expreſſed to him their concern, and had come to the ſtrongeſt reſolutions in favour of the Queen of Hungary, for the maintenance of the Pragmatic ſanction, the preſervation of the balance of power, and of the peace and liberties of Europe. That he had uſed his utmoſt endeavours to induce the other powers to join him, and ſupport the common cauſe; as alſo to reconcile thoſe whoſe union might be the means of preventing miſchief. That although his endeavours had not hitherto had the deſired effect, he was not without hopes, when the approaching danger was properly ſeen, but that they would be attended with ſucceſs. But, in the ſituation things were, it was neceſſary we ſhould prepare for the worſt, and be enabled to aſſiſt and ſupport our friends and allies. To this ſpeech, both Houſes returned a ſuitable anſwer.

On

1742.

On the 20th of January, the merchants of the city of London waited on both Houſes of Parliament, and preſented petitions to each, complaining, in the ſtrongeſt language, of their great loſſes, in this juſt and neceſſary war, from the enemy's privateers; and pointing at the Admiralty Board, as the cauſe of their misfortunes, by failing to afford the neceſſary protection to their trade. Theſe were followed by petitions, in a like ſtrain, from Briſtol, Biddeford, Southampton, Liverpool, Lancaſter, &c. Both Houſes entered into ſtrong reſolutions to ſupport the trade of the nation. The Houſe of Peers agreed to hear the complaints of the merchants, by themſelves, or counſel, on the 4th of February; and the Houſe of Commons to do the ſame, on the 27th inſtant. The conteſts in the Houſe of Commons became extremely violent. The Miniſter and his adherents, however, pluming themſelves in the opinion that they had ſecured a majority, from the deciſion of the Boſſiney election, which had gone in their favour by a majority of ſix, were encouraged to venture the propoſing of Giles Earle, Eſq; to be again choſen chairman of the committee for examining and determining conteſted elections. The Country party propoſed Dr Lee, an eminent civilian. This was a moſt important point; and both parties exerted themſelves on the occaſion, as a trial of their different ſtrengths. For the firſt time, the Miniſter found himſelf in the minority, Dr Lee being choſen by a majority of two only. This was a ſevere blow; for afterwards the Country party daily gathered ſtrength. The conteſted election for Weſtminſter being likewiſe determined againſt the Miniſtry by a majority of ſeven, they began to be much alarmed, and ſaw that unleſs they could divide the Oppoſition, their downfal was inevitable. For this purpoſe, the Biſhop of Oxford (Dr Secker) was ſent to the Prince of Wales with a meſſage, delivered to him by the Earl of Cholmondeley, to this effect: "That if his Royal Highneſs would write ſuch a letter as might be conſiſtent with his Majeſty's honour to receive, his Royal Highneſs, and all that were in his councils and confidence, ſhould be kindly received at Court; 50,000l. *per annum* ſhould be added to his revenue; 200,000l. ſhould

“ be diſburſed to pay his debts; and his followers in due time “ provided for.” To which, his Royal Highneſs immediately anſwered, without conſulting any one: “ That he had the ut- “ moſt duty for his Majeſty; and whenever he thought fit to “ admit him to his preſence, he ſhould throw himſelf at his “ Majeſty's feet, without inſiſting upon any terms for himſelf: “ but, while Sir Robert Walpole managed the public affairs, “ he could not prevail with himſelf to give any countenance “ to them. That Sir Robert Walpole was a bar between his “ Majeſty and the affections of his people; between his Ma- “ jeſty and foreign powers, and between his Majeſty and him- “ ſelf. This was his anſwer; but he would have it underſtood, “ that he took this meſſage to come from Sir Robert Walpole, “ and not from the King.

Diſappointed in their expectations of aid from this quarter, they perſevered in their ſtruggle in the Houſe of Commons, till the adjournment for the holidays; and confidently gave out, that, during the receſs, they ſhould be ſo reinforced by ſome new elections, that they would be able to maintain their ground. In this, however, they met with another diſappointment; for, on the meeting of Parliament, the queſtion againſt a ſecret committee, propoſed by Mr Pulteney, was carried by the Miniſter by three votes only, the next thing to a defeat. But, on the 2d of February, the Miniſter's fate was determined. The merits of the election for Chippenham were to be reſolved by the Houſe; and Sir Robert Walpole was known to have declared, that ſhould this cauſe be decided contrary to his wiſh, he never would enter that Houſe again. He perceived his power drawing to a cloſe; and well knowing that the majority of a ſingle vote might ſend him to the Tower, he had wiſely determined either to be ſure of carrying his points, or retire. The Oppoſition availed themſelves of every circumſtance; and carrying the Chippenham election by no leſs than ſixteen votes, the Miniſter immediately quitted the Houſe. His Majeſty went to the Houſe of Peers on the 3d, and gave the royal aſſent to the malt bill, &c.; and then the Lord Chancellor ſignified, that it was his Majeſty's pleaſure, that both Houſes ſhould adjourn to the 18th of February; and they adjourned accordingly. On the 8th, Sir Robert Walpole was created Viſcount Walpole and Earl of Orford; and on the 11th, he reſigned all his places, after having been Prime Miniſter for upwards of twenty years. On the 17th, the Prince of Wales, and a very great concourſe of the firſt nobility and gentry of the nation were at Court, and met with a moſt gracious reception from the King. Great rejoicings were made on this occaſion, in the cities of London and Weſtminſter, and in the evening both were grandly illuminated: nor were they ſingular; for the ſame ſpirit and demonſtrations of joy appeared in moſt of the principal cities and towns throughout the kingdom.

The Earl of Wilmington was appointed firſt Lord of the Treaſury, and Samuel Sandys, Eſq; Chancellor and Under Treaſurer of the Exchequer: Lord Harrington was created an Earl, and made Preſident of the Council; as was Lord Carteret one of the Principal Secretaries of State; the Duke of Newcaſtle continuing to act as the other. The Duke of Argyle was appointed Maſter-General of the Ordnance, and had his regiment of horſe-guards again; and the Earl of Stair was made a Field-Marſhall. The Admiralty was placed under Daniel, Earl of Winchelſea and Nottingham; John Cockburn, Eſq; Lord Archibald Hamilton; Charles, Lord Baltimore; Philip Cavendiſh, Eſq; George Lee, L. L. D. and John Trevor, Eſq. Mr Pulteney, who would accept of no place, was ſworn of the Privy Council, and ſoon after created Earl of Bath.

By his Majeſty's command, a promotion of flag-officers, at this time, took place, *viz.* Thomas Matthews, Eſq; to be Vice-Admiral of the Red; Edward Vernon, Eſq; Vice-Admiral of the White; Nicholas Haddock, Eſq; Vice-Admiral of the Blue; Sir Chaloner Ogle, knight, Rear-Admiral of the Red; and Richard Leſtock, Eſq; Rear-Admiral of the White: and Commodore Brown was made a Commiſſioner of the Navy.

With new men, the country in general expected new meaſures. In this, however, they were greatly deceived; for, in little more than a month, the Duke of Argyle, finding his aſſociates in power deviating from their intended ſchemes of reform, reſigned all his places. The Duke of Montague was made Maſter-General of the Ordnance; and the regiment of horſe-guards was given to the Earl of Hertford. The nation ſoon diſcovered, that ſelf-intereſt had been the ſtrongeſt incentive to the diſplay of patriotiſm and public good which had been for ſome years exhibited; and the eloquence which had flowed in ſuch torrents, in ſupport of the moſt popular motions, could now be employed by the ſame perſons, now they were in power, in oppoſing them. A ſtronger inſtance cannot be given than the following: Sir Robert Godſchall, one of the members for the city of London, moved for leave to bring in a bill to repeal the act for ſeptennial parliaments. This was warmly oppoſed by Mr Pulteney and Mr Sandys; and the queſtion was negatived. In the courſe of this ſeſſion of Parliament, forty thouſand ſeamen were voted for the ſervice of the current year; and the whole ſupplies granted, were near 6,000,000 l.; including therein 500,000 l. for the ſervice of the Queen of Hungary. By an act paſſed this ſeſſion, a bounty of 5 l. over and above his wages, was granted to every able-bodied ſeaman, and 3 l. to every ordinary one; and the widows of ſuch as might from henceforth be killed in the ſervice, were granted a bounty of a year's pay of their deceaſed huſbands. This act extended to Ireland; and by it the pay for ſeamen in the merchant ſervice was regulated at 1 l. 15 s. *per* month, for the next twelve months following, and not to exceed that ſum.

WEST INDIES.

THE enterprize againſt St Jago de Cuba being abandoned, General Wentworth reimbarked the troops on board the tranſports, without the leaſt moleſtation from the enemy; and they ſailed under a proper convoy to Jamaica; while Admiral Vernon, with the remainder of his ſquadron, proceeded on a cruize off the iſland of Hiſpaniola, in expectation of meeting with the reinforcements from England. From this ſtation he ſent Captain Cleland, in the Worceſter, with a letter to the Marquis de Larnage, the Governor, chiefly to obſerve the motions of the French at Leogane and Petit Guave. The intelligence he obtained, made the Admiral eaſy as to the fate of the expected convoy, it thereby appearing, that the enemy had no naval force in theſe ſeas. Soon after this, he received two letters from the Duke of Newcaſtle, the one dated the 15th, and the other the 30th of

October. By theſe he learned, that the convoy and tranſports, having two thouſand troops on board, might be hourly expected; that the eſcort was but weak, conſiſting only of one ſhip of fifty, and one of forty guns, together with four bomb-ketches; but that his Grace could not ſpeak with any certainty of the intentions of the French, nor of the deſtination of the ſquadrons they were fitting out. On this the Admiral reſolved to leave a ſtrong ſquadron under the command of Captain Mitchell of the Kent, to meet the convoy from England. He ordered them to take in a large ſupply of water, with the utmoſt diſpatch, in Tiberoon Bay; and, having done ſo, to proceed to cruize off Cape Alta Vela. Admiral Vernon, with the remainder of his ſquadron, returned to Jamaica, for the purpoſe of holding a general council of war, purſuant to the directions of the Duke of Newcaſtle; who, in his letter of the 31ſt of October, informed him, "That his Majeſty had commanded him to acquaint him and "General Wentworth, that he ſaw, with great concern, the "heats and animoſities that had ariſen between his officers by "ſea and land, contrary to his orders, whereby the ſervice "could not but greatly ſuffer; and that he was ordered to "recommend it to them, in the ſtrongeſt manner, carefully to "avoid the like for the future: and that, in caſe of any difference of opinion, all acrimony and warmth of expreſſion ſhould "be avoided." On the 4th of January, the Admiral, on his way back to Jamaica, was joined by the Sheerneſs, Captain Ward, who brought him a joint letter from Generals Wentworth and Guiſe, and Governor Trelawney, deſiring his return to Jamaica, to hold the aforeſaid council of war; and the next day he anchored in Port Royal harbour. General Wentworth was immediately informed by the Admiral, that he would be with him on the 7th at Spaniſh-town, in order to hold the council of war, and to do all in his power punctually to comply with his Majeſty's inſtructions.

The council met accordingly on the 8th, and conſiſted of Vice-Admiral Vernon, General Wentworth, Rear-Admiral Sir Chaloner Ogle, Brigadier-General Guiſe, and Governor Trelawney. They proceeded to conſider what expedition was proper to be undertaken, particularly the propoſal of Captain Lea, for an attempt on Guatimala; as alſo, the ſcheme of Lieutenant Lowther, for an attack on Panama. This gentleman, on his examination by the council, acquainted them, "That a ſhip of war ſhould by all means go with the traders "ready to ſail to Porto Bello: That the Moſquito Indians "would be of uſe, they knowing how the river ſets; alſo in "carrying the artillery up the river Chagre; and that one "hundred of them ought to go on before, as the van-guard: "That the road from Cruzes to Panama was paved, and broad "enough to carry artillery for ten or eleven miles from Cruzes, from which place there is a fine ſavannah, which leads "to Panama; at the ſame time, declaring it to be his opinion, "that the ſmalleſt number of ſoldiers requiſite for this expedi"tion, was three thouſand, excluſive of five hundred Negroes, "and four hundred Moſquito Indians; and that himſelf ought "to have 500 l. advanced him for procuring guides and intel"ligence; 400 l. of which ſhould be in goods, and 100 l. in "liquor." General Wentworth, conceiving that the ſcheme of Lieutenant Lowther was the moſt practicable of any which had been laid before them, the council agreed with him in opinion, that the moſt effectual means ſhould be purſued for putting the plan in execution; and that each of them, in their reſpective branches, would facilitate the project, by preparing every requiſite, ſo as to carry it into immediate execution. The money required by Lieutenant Lowther was ordered him; and it was agreed that he ſhould be ſent to Porto Bello in a ſhip of war.

In conſequence of the reſolutions of the council of war, Admiral Vernon, on the 11th of January, gave the neceſſary orders to the officers of his ſquadron, to uſe the utmoſt diligence in refitting the ſhips, and getting them ready for ſea, the moment the reinforcements from England arrived; which they did, under convoy of the Greenwich, St Alban's, and Fox, on the 15th of January. They paſſed in the night, unobſerved by the ſquadron under Captain Mitchell. On notice of this, he returned to Jamaica.

Immediately on the arrival of reinforcements from England, Admiral Vernon informed the General, and Governor Trelawney, that he thought the ſpeedy aſſembling of the general council of war to be of the utmoſt importance to the ſervice, in order that the neceſſary points might be maturely diſcuſſed, and their deliberations and reſolutions be fairly drawn up and ſigned, ſo that the execution of them might be immediately entered upon; delay having, by the experience of former times, as well as the preſent, been found to be the moſt dangerous enemy in theſe parts. Upon this, the general council of war reaſſembled on the 19th; but, as General Guiſe was indiſpoſed, nothing was done till the next day; when they met, and ſigned their former reſolutions, without determining upon any other.

On the 21ſt, the land officers held a council of war, at the head quarters near Kingſton, to form their opinion of what was recommended to them. The council having duly conſidered the ſcheme laid down by Lieutenant Lowther for the attack of Panama, were unanimouſly of opinion, "That if they "could be ſupplied with five hundred Negroes, and if Admi- "ral Vernon would give them all the aſſiſtance in his power, "of conveying the troops and artillery up the Chagre to "Cruzes, it would be for his Majeſty's ſervice to make the at- "tempt, and to puſh the ſame as far ſhould be practicable: "and that it ſhould be ſet about with all poſſible expedition." This reſolution was ſigned by General Wentworth, Brigadier-General Blakeney, Colonel Lowther, and Colonel Frazer; to which the Vice-Admiral readily ſigned his conſent.

On the 22d, another council of war was held by Admiral Vernon, Sir Chaloner Ogle, General Wentworth, General Guiſe, and Governor Trelawney; when General Wentworth reported, "That from the general return of the troops which were "capable of duty, (as well thoſe lately arrived from Corke, as "what he had under his command before), he found that they "did not amount in the whole to three thouſand men; and, "as a conſiderable number were wanted to man the fleet, he "found the forces would be too weak to undertake the enter- "prize againſt Panama." Whereupon it was agreed to man the ſhips from the forces; to put what remained of the troops fit for ſervice, on board of the laſt tranſports from Europe; to get them ready for ſea with all expedition, and to direct their views to ſuch attempts as ſhould then ſeem to the council to be moſt promiſing of ſucceſs; having always in view the preſervation of Jamaica. It was likewiſe judged proper to detach two hundred men, for trying the ſucceſs of the ſettlement of Rattan iſland; which, if it could be effected, would, in their apprehenſion, be a probable means of ſecuring the logwood trade to Britain, beſides opening a commerce with the provinces of Guatimala and Yucatan, and probably of diverting the attention of the Spaniards from the real object of their deſigns. The two Admirals, General Guiſe, and Governor Trelawney, concurred in this opinion, and ſigned the reſolution; but General Wentworth, at that time, declined it.

General Wentworth having formerly requeſted of the Vice-Admiral, to ſend Lieutenant Lowther over to the coaſt of Porto Bello, for obtaining intelligence, and ſecuring the ſucceſs of the intended expedition againſt Panama; on the 4th of February, the Lieutenant, with thirteen men, proceeded to ſea in the Triton ſloop, under convoy of Captain Dennis in the Experiment, to act as a trader, and procure all the information he was able, purſuant to his inſtructions from General Wentworth, which, as he had long reſided on the Spaniſh Main, no perſon was ſo capable of executing.

The ſquadron was ſoon in a condition for putting to ſea; but the land forces were not yet ready. And, on the 8th of February, a general council of war was held, when it was debated, what ſhould be proceeded upon. The council being of opinion, that the ſeaſon of the year was favourable for the expedition againſt Panama, "Reſolved to proceed upon it with "the utmoſt expedition." After this determination, Vice-Admiral Vernon ſoon made every preparation for the ſquadron's immediately going on this ſervice: but it was not till the 21ſt of February, that he had any application made to him by the Commiſſary of the army, for ſuch proviſions as might be wanted. The Commiſſary, however, received an order for them the inſtant he applied for it.

Whilſt the land forces were getting ready for this expedition, the Vice-Admiral was principally employed in ſtationing his cruizers in ſuch a manner as to prevent the ſquadron, or iſland, from being ſurprized; the Captains of thoſe ſhips having orders to return and give notice, on the firſt diſcovery of any ſquadron,

dron, whether of Spaniards, or others. The Greenwich and St Albans were diſpatched on a cruize, the one to windward, and the other to leeward of Carthagena, for the purpoſe of cutting off all communication with that place, and for keeping the people under apprehenſions of another attack. The Vice-Admiral having mentioned his intentions reſpecting the cruizers to the council of war, they approved of it as a prudent meaſure: and, apprehending the bomb-ketches to be of no uſe in the preſent expedition, the Vice-Admiral poſted them in the Narrows, to aſſiſt in the defence of the Channel; drawing up ſuch general orders for Captain Young, whom he left to command at Port Royal in his abſence, as he conceived to be requiſite in caſe of any attack upon that harbour. An unſheathed fire ſhip, which was careening, was left to act as an advice-boat in caſe of any emergency.

As the rainy ſeaſon was approaching faſt upon them, the Vice-Admiral, on the 2d of March, obſerved to General Wentworth, who, he was perſuaded, would agree with him in opinion, that their early getting to ſea was of the utmoſt importance, to ſecure ſucceſs in the intended expedition; that they ſhould therefore immediately prepare for it, as the tranſports which were not then ready to ſail with them, might eaſily have proper convoys appointed, when in a condition to follow: Accordingly, he recommended to the General, that they ſhould proceed with whatever force they might have in readineſs, and with all poſſible expedition. On the following day, the General acquainted Admiral Vernon, that he could not ſail before the 6th; and that he ſhould not think it adviſeable to land, till a tranſport with Negroes, which was to ſail after the ſquadron, ſhould arrive. This gave the Admiral very great concern; and he repreſented to the General, "That he hoped in God they ſhould ſail under no other reſolution, than "immediately to attempt the ſucceſs of their enterprize with "the force they carried with them."

On the 3d, the Vice-Admiral was informed by General Wentworth, that he had received intelligence that ſix Spaniſh men of war were arrived at Laguira, with a reinforcement of four thouſand men, deſigned for Carthagena. The Vice-Admiral having conſulted with Sir Chaloner Ogle upon this intelligence, they were both of opinion, that they ought to endeavour to intercept thoſe reinforcements, as the principal point for ſecuring ſucceſs to the expedition, and that not a moment's time ſhould be loſt in ſetting about it. Accordingly, they immediately ſummoned the general council of war, which met on the 4th, on board the Boyne, in Port Royal harbour; at which were preſent, the two Admirals, General Wentworth, Brigadier-General Blakeney, and Governor Trelawney; when "Vice-Admiral Vernon having laid before the council of war the letter "of intelligence he had received from General Wentworth, "propoſed going to ſea immediately with part of the ſquadron, "to lie off ſhore, and attempt intercepting the Spaniſh convoy with the forces, as a matter of the utmoſt conſequence "for ſecuring the ſucceſs of the expedition. The Vice-Admiral alſo repreſented, That going upon this attempt would not "be a ſtep out of the way, as making the land of Point Canoa "or the Popa, are the general land-marks for falling in with "to ſhape a courſe for Porto Bello." The council being of opinion, that it would be of great ſervice to the enterprize, to uſe every means to induce the Spaniards to a belief that another attack on Carthagena was intended, unanimouſly approved of the Vice-Admiral's propoſal, and of his proceeding with part of the ſquadron to cruize off Carthagena; leaving the command of the remainder to Sir Chaloner Ogle, with orders for his proceeding to ſea with the tranſports and ſtore-ſhips under his convoy as ſoon as they were ready to ſail, and joining Admiral Venron.

Early the next morning, the Vice-Admiral in the Boyne, two ſixty gun ſhips, the Fowey, and a fire ſhip, ſet ſail from Port Royal, to proceed off Carthagena, expecting to meet ſome of his cruizers off that port; and, on the 6th, he was to be followed by the York. Vice-Admiral Vernon having left orders with Sir Chaloner Ogle, to conform himſelf to the reſolution of the council of war, the Vice-Admiral got off Carthagena the 11th of March, but ſaw in that port only one unrigged ſhip: the ſame evening he was joined by the Greenwich and St Albans. The ſquadron were ordered to ſtand off and on during the night; but while on their ſtretch from the land, the Boyne ſprung her main-maſt, by carrying too much ſail upon it. By this unlucky accident, the Admiral was obliged, on the 12th, at night, to come to an anchor off the Great Baru with the ſquadron: Here he detached ſome ſhips to block up the harbour of Carthagena, and others to look out for Sir Chaloner Ogle with the troops from Jamaica. The damages of the Boyne being as well repaired as circumſtances would admit of, the Vice-Admiral immediately joined his ſhips cruizing before Carthagena. He ſtill remained in doubt whether there was any truth in the intelligence received by General Wentworth: but, that he might have an opportunity of knowing this for a certainty, as well as to learn if the Spaniards were repairing their ruined forts, he availed himſelf of a few Spaniſh priſoners, taken by Captain Knight of the St Albans, to ſend a flag of truce, with a letter to the Governor of Carthagena, to propoſe an exchange for them. The officer ſent on this buſineſs, perceived that the enemy were fortifying the baſon before the town in the ſtrongeſt manner, and, with the materials of their ruined works, erecting a large battery for heavy cannon at the Paſtilio; the embrazures of one face whereof looked towards the entrance, the other towards Taxar de Gracias. No ſhips were in the harbour; and from the obſervations made by the officer, the Vice-Admiral was led to conjecture, that they had no intentions to repair their demoliſhed caſtles. The Vice-Admiral's patience was quite exhauſted in expectation of the General with the land forces: at laſt, on the 25th in the morning, he had the pleaſure to diſcover the fleet coming in with the land, and he joined them in the afternoon. After a ſhort conference with Sir Chaloner Ogle, and giving out ſome neceſſary orders, the Vice-Admiral made ſail with the whole fleet towards evening, ſo as to have time for drawing them together at a proper hour, and for regulating what courſe they were to ſteer in the night.

The fleet conſiſted of eight ſail of the line, (See Note 21.) with three fire-ſhips, and two hoſpital-ſhips. The tranſports were about forty ſail, having on board near three thouſand land-forces, and five hundred Negroes, raiſed by Governor Trelawney, who attended the expedition in rank of a colonel.

The Vice-Admiral, determining to go into the harbour of Porto Bello in a line of battle, iſſued orders accordingly to the fleet, "That he and Sir Chaloner Ogle would lead their re-
" ſpective diviſions. To prevent confuſion, and give the ſhips
" room to work, they were to keep a full half mile's diſtance
" from each other. The captains were ordered to have all
" their ſhips in proper condition for action, in caſe the Spani-
" ards ſhould diſpute their entrance. The fire-ſhips and hoſ-
" ſpital-ſhips were ordered to keep in the rear, and the tranſ-
" ports and ſtore-ſhips to follow them in; again cautioning
" them, not to crowd one upon another." It is mentioned in another place, that at the requeſt of General Wentworth, Lieutenant Lowther had been ſent, on the 4th of February, with thirteen men, in the Triton ſloop, under convoy of the Experiment, to procure the beſt intelligence along the coaſt, for facilitating the ſucceſs of the expedition; who, on their return, were ordered to anchor off the Baſtimentos, and wait the arrival of the fleet. As General Wentworth had propoſed, in purſuance of the ſcheme laid down by Lieutenant Lowther, when the council of war firſt reſolved on this expedition, that a detachment of ſix hundred men ſhould land at Nombre de Dios, a little to the eaſtward of Porto Bello, the day before the fleet ſhould get into the harbour; the Vice-Admiral detached the Montague, Captain Chambers, on the 26th, to look out for the Experiment and Triton; and acquainted the General, that if Captain Chambers found them, he would order that they ſhould both go with the detachment of troops that had his orders for landing at Nombre de Dios; and that they ſhould, to diſtinguiſh themſelves, carry a jack at their main-top-gallant-maſt head. At the ſame time he informed the General, that if they did not meet with the Experiment and Triton, the fleet muſt not remain at ſea, but proceed directly to Porto Bello; adding, that he did not think the landing at Nombre de Dios was of any great conſequence; becauſe the party to be ſent up the river Caſcahall, had but ſix miles to march before they joined the other party at Taxa Buena, where the detachment from Nombre de Dios was to come. And as the armament could not be concealed, it plainly appeared to the Vice-Admiral, that if they miſſed of the Experiment and

Lieutenant Lowther at preſent, the ſhorteſt and moſt ſecret way of ſecuring the paſs at Taxa Buena, was to ſail directly into the harbour of Porto Bello, and immediately ſend the troops up the river Caſcahall. Of this he alſo informed the General, and told him he was making his diſpoſitions for that purpoſe; and that he conceived there could be no occaſion for calling a council of war, till they were quietly anchored in the harbour of Porto Bello.

On the 28th of March, the Vice-Admiral made the land to windward of the Baſtimentos; but not finding the Experiment and Triton, and the wind enabling him to reach the harbour of Porto Bello, he made the ſignal for a line of battle; and, puſhing for the harbour, the whole fleet happily came to an anchor there, before night. The Governor made no oppoſition, although he had three companies of Spaniſh ſoldiers, and two companies of Mulattoes and Negroes: He no ſooner perceived the fleet, indeed, than he made all imaginable haſte to leave the town, quitting it that night with the aforeſaid companies of ſoldiers; the Mulattoes and Negroes taking their departure on the following morning.

The Vice-Admiral obſerving, on his firſt anchoring, that many of the inhabitants were flying from the town, diſpatched an officer and interpreter, to deſire they would continue peaceably in their poſſeſſions, and give themſelves no unneceſſary fears. On which the deputies from the magiſtracy and the town, came on board the Boyne, to deſire protection for their perſons, goods, and effects. When they were on board, the Vice-Admiral ſummoned the general council of war, who accordingly met; and unanimouſly agreed, "That it would be moſt for the good of the ſervice, to have a "detachment ſent up the river Caſcahall, the next day, for "cutting off the communication between Porto Bello and Pa- "nama; to take poſſeſſion of the cuſtomhouſe, and to place a "guard there." At the ſame time it was unanimouſly reſolved to acquaint the deputies, "That the protection re- "queſted, ſhould be granted, if they did nothing to forfeit it; "and that the council expected the town to furniſh mules at "the common price, and cattle for the ſick; and to return an "account next morning, what number of mules they could "provide, when required." On the 29th, the deputies were acquainted with the reſolution; and ſent back, the ſame evening, highly pleaſed with the aſſurances that were given them.

As ſoon as the council of war was ended, the Vice-Admiral ſent a detachment of fourſcore ſoldiers, under the command of Captain Grant, to take poſſeſſion of the cuſtomhouſe, with orders, that, "after poſſeſſing themſelves of "the cuſtomhouſe at the water-ſide, which the council of war "looked upon as the property of the crown; to mount a guard "there regularly, and not to ſuffer either the officers, or men, "of his detachment, to go without the limits of his centries, "unleſs they had his permiſſion." He was ſtrictly ordered, "to guard againſt being ſurprized; and if he found any per-"ſons inhabiting the contidoria, to aſſign them a part of the "houſe for their peaceable reſidence; directing him to act un-"der theſe orders till he was relieved, and to leave his orders "with the officers that ſhould relieve him." The Vice-Admiral alſo iſſued orders to all the naval commanders, "inviolably "to preſerve the clergy, magiſtracy, and inhabitants of the "town of Porto Bello, in the quiet and peaceable enjoyment "of their perſons and properties; and, for the more ſecurely "preſerving the ſame to them, they were required and direct-"ed, not to ſuffer any of their boats to go on ſhore, without "an officer whoſe conduct they could be anſwerable for: and "not to continue on ſhore after ſun-ſet; nor to go to Porto "Bello without permiſſion." The ſame evening, the Vice-Admiral received a viſit from the clergy of the town, who all ſeemed in good humour, entertaining a firm reliance that they might depend on what had been promiſed them.

As the Vice-Admiral was going into the harbour of Porto Bello, the Experiment came out from under the Savanillo Keys, and joined him, with Lieutenant Lowther, and the guide he had procured.

Soon after the council of war was over, the Vice-Admiral was much ſurpriſed, when Governor Trelawney, who had been promoted to the rank of a Colonel, and acted in the expedition, took him aſide, "To deſire he would appoint a ſhip "immediately, to return with him to Jamaica, ſo as that he "might be in time to meet the Aſſembly; the General being

" deſigned not to proceed to Panama." The Vice-Admiral told him, that " as to proceeding to Panama, it depended on " the council of war of land-officers; he knew nothing yet of " their reſolutions; and that matter being referred to them, " he muſt remain uncertain reſpecting it, till their deciſion was " regularly communicated to him."

On the 30th, the land-officers held a council of war, on board the Grafton; at which were preſent, General Wentworth, Colonel Fraſer, Governor Trelawney, Colonel Leighton, Colonel Cope, Colonel Duroure, and Colonel Martin. And, " The council having carefully weighed the preſent circum-" ſtances of the troops, the ſeaſon of the year, the anſwers gi-" ven them by Lieutenant Lowther, who declared he could " not undertake the attack of Panama with any hopes of ſuc-" ceſs; they were unanimouſly of opinion, that at this time, " the projected attempt was not conſiſtent with his Majeſty's " ſervice, and ſhould therefore be laid aſide." This reſolution was, in the afternoon, communicated to Vice-Admiral Vernon; who now ſaw the reaſons for Governor Trelawney's requeſt, in a clear point of view.

The Admiral, in his letter to the Duke of Newcaſtle, on the 31ſt, repreſented, that as the general council of war was compoſed of three land-officers, to two ſea-officers, it would fully explain to his Grace, what he had mentioned in former letters, that he was but a cypher in the general council of war. All, therefore, that he could do for his Majeſty's ſervice was, to reſolve to ſupport, in the beſt manner he was able, whatever they ſhould think proper to undertake; at the ſame time, lamenting his ſituation in being yoked with ſuch a man as General Wentworth. That he ſhould, nevertheleſs, have a faithful regard to the honour and intereſt of his Royal Maſter, in ſerving him to the beſt of his abilities, till he was relieved by his Majeſty's orders; for which, under ſuch circumſtances, he ardently longed.

General Wentworth having deſired the Vice-Admiral to aſſemble the general council of war, he accordingly made the ſignal, on the 31ſt; when the council met on board the Boyne, " and agreed to wood and water the ſhips, and return to Ja-" maica with the ſquadron and troops."

On the 31ſt, at night, the Vice-Admiral received in writing, from General Wentworth, the land-officers' reaſons for laying aſide the attempt on Panama, which were; "*That*, from having conſumed near three weeks on their voyage, which was "uſually made in eight days, the rainy ſeaſon was come upon "them; which might not only incommode them in their "march, but, by the ſudden riſing of the rivers, might cut off "their communication. *That*, from having, during their voyage, been leſſened in their numbers nine hundred and thirty-five men (officers included) of thoſe which embarked at Jamaica, either by death, ſickneſs, or from ſeveral tranſports "being ſeparated from the fleet; and from the ſhips of war "being unable to ſupply them with more than ſix hundred "men, (being part of the one thouſand four hundred and ſixty-eight embarked on board them) their preſent numbers "would fall nine hundred and ſixty-eight ſhort of three thouſand effective men, required for the attempt on Panama. "*That*, from the want of one of the ſhips with Negroes "on board, their numbers were reduced ſo low, as to diſable "them from carrying a ſufficient quantity of proviſions. *That*, "from an omiſſion in executing one part of the ſcheme laid "down for carrying on the enterpriſe, the governor of Porto "Bello, with three companies of Spaniſh ſoldiers, and two of "Mulattoes and Negroes, were retired to Panama: on the "cutting off of whoſe retreat, their ſucceſs in ſome meaſure "depended, as the governor was an officer of merit, and a "perſon in whom the Spaniards had great confidence. *That*, "there was lately good intelligence, of a large reinforcement "arrived at Panama from Lima, and of works being thrown "up towards the land. *And*, for theſe reaſons, they thought "it was for the good of the ſervice, to lay aſide that enterprize, as impracticable."

When the Vice-Admiral became acquainted with the land-officers' reaſons for abandoning the expedition, he was obliged to acquieſce; although it was his opinion, that leſs than fifteen hundred men would have been ſufficient for the enterprize againſt Panama; which had been formerly taken, by Sir Henry Morgan, with five hundred Buccaneers, who marched over the iſthmus, and made themſelves maſters of the town with little difficulty.

The Vice-Admiral ſuggeſted to General Wentworth, to ſend a detachment of troops up the river Caſcahall, in boats, as a very likely means of intercepting the Governor of Porto Bello, and the companies of ſoldiers which fled with him. But as the land-officers had come to a reſolution of abandoning the enterprize, the General declined the ſending of the detachment. General Wentworth's change of opinion, in regard to the ſucceſs of this expedition, proceeded entirely from the intelligence he received from Lieutenant Lowther; and it has ſince been known for a certainty, that the enemy were well prepared at Panama, at which place they had ſome ſhips, whoſe united force would more than have been a match for the Centurion. Admiral Pizarro, too, had arrived at Callao, although without his ſquadron. On the 3d of April, the fleet and tranſports left Porto Bello, and returned to Jamaica.

Some veſſels from that iſland having come to Porto Bello, to take the opportunity of trading there, under the protection of the fleet; the Vice-Admiral, knowing it to be for the mutual advantage of both nations to have a free intercourſe of commerce with each other, iſſued an order to the Alcade and Corrigedore of that place, to the following purport: "To publiſh in the "town, that a mutual intercourſe of trade and commerce be "freely exerciſed between the inhabitants and neighbours of "Porto Bello, and the ſubjects of his Britannic Majeſty, for "the time they continued under the protection of the Britiſh "arms, for the mutual advantage of each other, free from all "duties, and exempted from all penalty whatſoever; ſtrictly "commanding every one, not to intermeddle, in giving the "leaſt interruption to it, at their peril." On the Vice-Admiral's return to Jamaica, he found Captain Herbert, of his Majeſty's ſhip the Tyger, with one hundred and ninety of his officers and crew, on board a prize ſloop and a ſchooner, he having had the misfortune to loſe the Tyger on a cayo near the iſland of Tortuga. The crew were ſaved, together with moſt of the ſtores and proviſions. They raiſed a ſort of fortification on the cayo for their protection, on which they mounted about twenty of the Tyger's guns; and this ſerved them in good ſtead, as the Spaniards ſent a ſixty gun ſhip, (El Fuerté) to endeavour to make them priſoners; but in trying this, ſhe ſhared the ſame fate with the Tyger. After remaining on the cayo for the ſpace of two months, they had the good fortune to make prize of a ſloop with their boats. With her they afterwards took a ſchooner; and in theſe two veſſels arrived at Jamaica, having firſt deſtroyed every thing they could not bring away with them.

The reader will remember, that when the army returned to Jamaica, from the ill-conducted enterprize againſt St Jago de Cuba, in the month of January, a council of war had reſolved to ſend a detachment of two hundred ſoldiers to take and ſettle the iſland of Rattan, (See note 21.); but to this, General Wentworth would not, at that time, give his conſent. This ſcheme was projected by Lieutenant Hodgſon of the army; a gentleman who was well acquainted with the place, and the coaſts adjacent. He had given in a memorial of his plan to Governor Trelawney; in which he clearly pointed out, how greatly the poſſeſſion of that iſland would promote the Britiſh trade for logwood, as well as that carried on with the Spaniards at Guatimala, for cochineal and indigo. He propoſed to go there himſelf, with one hundred ſoldiers; to be eſcorted by a ſhip of war; and to have power to beſtow certain portions of land, as an encouragement to ſuch ſoldiers and others as might be willing to ſettle there. When the deſign againſt Panama was relinquiſhed, Admiral Vernon propoſed to General Wentworth, before the fleet and army left the harbour of Porto Bello, to return to Jamaica, and put the ſcheme propoſed by Lieutenant Hodgſon, of ſettling the iſland of Rattan, in practice; and that if the General would detach one hundred of his American ſoldiers in this ſervice, he would order a frigate to eſcort them thither, whoſe Captain ſhould have inſtructions to afford them all the aſſiſtance in his power; to cruize off the place for their protection; and, after a certain time, to return to Jamaica, and bring accounts with what ſucceſs the plan was attended; as alſo, whether thoſe who were ſettled on the Moſquito ſhore, together with the logwood cutters in the Bay, approved of it, and were well inclined to go there, and give all the ſupport they could to the ſettlement. General

Wentworth, in anſwer, obſerved, that he thought it would be moſt adviſeable to defer ſending any ſoldiers, until their return to Jamaica; and that, in the mean time, Lieutenant Hodgſon might be ſent to learn how the enterprize would be reliſhed by the logwood cutters and Moſquito Indians. This being agreed to, Lieutenant Hodgſon was ordered to be ſupplied with 1500l. for procuring the aſſiſtance of the Moſquito Indians; and he likewiſe took with him a captain's commiſſion for Mr Pitts, an Engliſhman, who was held in great eſteem among the logwood cutters; and likewiſe blank commiſſions for three ſubalterns to act under him. They ſailed the 2d of February for the Moſquito ſhore, in a ſmall tranſport veſſel, eſcorted by the Bonetta ſloop of war, Captain Lea. Mr Hodgſon met with every encouragement he wiſhed, from Mr Pitts and the logwood cutters; and while the ſloop of war returned to Jamaica with an account of his ſucceſs, he employed himſelf in ſecuring the friendſhip and aſſiſtance of the Moſquito Indians.

The Vice-Admiral was extremely deſirous of employing the remainder of the campaign in ſome way or other that might tend to the benefit of the nation, and in ſome meaſure reimburſe it for the immenſe expenditure of the public treaſure which had hitherto been fruitleſsly laviſhed away in expeditions to the Weſt Indies. The abandoning of the deſign againſt Panama, was a meaſure much againſt his inclination; but he was overruled, and obliged to ſubmit: And, as the Bonetta ſloop of war had now returned to Jamaica with Lieutenant Hodgſon's report, which proved as favourable as he could deſire, he wiſhed that no time might be loſt in ſecuring and ſettling the iſland of Rattan; which, in his opinion, might be made extremely advantageous to Great Britain. Governor Trelawney, he knew to be of the ſame opinion. And, as a council of war was to be aſſembled at Spaniſh-town on the 28th of June, he reſolved to take that opportunity of endeavouring to convince them of its importance, and to get them to adopt the plan propoſed by Lieutenant Hodgſon. At this council of war, it was unanimouſly agreed, That there being reaſon to expect a war with France, preparations ought to be made, in that event, for proceeding to Petit Guave and Leogane,

gane, and endeavouring to deſtroy the French ſhipping and ſettlements there, which would be a moſt ſenſible blow to that nation, and contribute to the ſafety of Jamaica. Admiral Vernon then repreſented, that as the iſland of Rattan was furniſhed with a good harbour, and was ſituated between the Moſquito Indians and the Lagoons, where the Britiſh logwood cutters are principally employed, he thought that this iſland would be a much more commodious retreat for the logwood cutters, during the rainy ſeaſon, than the Moſquito ſhore; by obtaining poſſeſſion of which, the Britiſh nation might ſecure to themſelves that valuable branch of trade: beſides the proſpect that it afforded, from its ſituation, of becoming the probable means of opening up new ſources of traffic into the kingdom of Mexico itſelf. And as he believed it would be agreeable to the inclination and views of many officers and private men of the American regiment to go on this ſervice, he propoſed that a voluntary number of them ſhould be ſent to Rattan, with ſufficient proviſions for the ſpace of ſix months, and to be furniſhed with cannon and ſtores, together with all neceſſary implements, for erecting fortifications for their defence: that they ſhould have an engineer to direct and aſſiſt them; and alſo, that Governor Trelawney ſhould give them aſſurance of a ſuitable property to every officer and ſoldier, who ſhould continue in the pay and ſubſiſtence of the Crown, till they could effectually ſettle themſelves in the lands hereafter to be made over to them. The council ſignified their approbation of this propoſal; but General Wentworth thought, that ſo material a ſtep ought to be deliberately conſidered, and digeſted into a proper method of execution; that a future meeting ſhould determine it; and, in the mean time, that it would be proper to conſult the inclinations of the Americans concerning this buſineſs.

Another council of war met on the 22d of July, when it was unanimouſly reſolved, "That the convoy ſhould proceed "with the tranſports, in the execution of their firſt reſolution "on that head on the 28th of June laſt, for the ſettling of the "iſland of Rattan, with all poſſible expedition." At this council, Vice-Admiral Vernon and Sir Chaloner Ogle recommended the eſtabliſhment of a civil government at Rattan, independent of the military; and as Mr Pitts was likely to have moſt influence on the minds of the logwood cutters and ſettlers on the Moſquito ſhore, he might induce them to come there; with a view to which, they were of opinion, that he ſhould be appointed chief civil magiſtrate, for determining all diſputes that might happen among them concerning property.

Purſuant to theſe reſolutions of the general council of war, a detachment of two hundred Americans, and fifty marines, under the command of Major Caulfield, with two engineers, and every thing neceſſary, were ordered to proceed to Rattan in five tranſports, under convoy of Captain Cuſack in the Litchfield, and the Bonetta ſloop. It being judged moſt proper to make the firſt ſettlement on the ſouth ſide of the iſland, Captain Cuſack was accordingly ordered to proceed to Port Royal harbour, which is a very commodious one, on the ſouth ſide of the iſland of Rattan. The Litchfield was thought ſufficient to defend the entrance of the harbour, the channel over the bar being very narrow; and there being no anchorage without the bar, nor water over it, for veſſels of a larger draught than the Litchfield, Captain Cuſack was therefore directed to moor his ſhip in the moſt proper ſituation for defending the place againſt any attempts by ſea, and to diſpatch the Bonetta, in thirty days, to Jamaica, with an account of the progreſs which had been made in the ſettlement.

On the 13th of Auguſt, the Litchfield and her convoy left Jamaica, and arrived at Rattan the 23d, where they were joined by Captain Pitts and ſeveral of the logwood cutters. The troops and ſettlers were landed immediately, and encamped. No time was loſt; for all hands went to work, to build a town, and erect a fort on a ſmall iſland at the entrance of the harbour, called Fort George; and another fort on the weſtern ſide of the harbour, which they named Fort Frederick. For ſome time, every thing ſeemed to promiſe the greateſt ſucceſs; but, among the Americans were forty-ſeven papiſts, who entered into a conſpiracy to render the ſcheme abortive, and who had infuſed the ſame mutinous diſpoſition into ſome of their brother ſoldiers. On the 25th of December, they endeavoured to ſeize the fort, and to ſet fire to the huts; but the troops who continued loyal, being timeouſly reinforced with the marines from the ſhips of war, they were defeated in a moment, and the ringleaders ſeized; the principal of whom was ſoon after ſhot, and the others ſeverely flogged, by the ſentence of a court-martial. After this, the ſettlement went on with all imaginable ſucceſs.

At Jamaica, nothing was to be heard but the conteſts and increaſing animoſity between the Commanders in Chief of the fleet and of the army: nor was it alone confined to them; each had his partizans: and the contagion of diſcord even ſpread its baneful influence ſo far as to ſeize on Governor Trelawney and Sir Chaloner Ogle. The quarrel ran ſo very high, that the former of theſe gentlemen had the latter indicted for an aſſault in his own houſe, for which he was tried and found guilty. For this unhappy diſagreement, Governor Trelawney laid the blame on Admiral Vernon. It would be difficult to ſay who was moſt to blame; great faults appearing on all ſides; ſo that ſeparation alone could reſtore that harmony ſo neceſſary for the conducting of public affairs. This was accompliſhed by the arrival of his Majeſty's ſhip the Gibraltar, commanded by Captain Fowke, who brought orders for Admiral Vernon and General Wentworth to return home. The Vice-Admiral had been employed in getting the ſquadron ready for ſea, as alſo in ſending out ſhips to cruize in ſtations the moſt likely to obtain intelligence of the enemy's motions, for diſtreſſing their trade, and for the protection of our own. Councils of war were held, in order to concert meaſures for putting the iſland in the beſt poſture of defence, and for having the fleet properly ſupplied with marines. This being done, the Vice-Admiral failed for England in the Boyne: and ſhortly after, General Wentworth, and the remains of the army followed him, eſcorted by the Defiance and Worceſter. Thus ended all our military exploits in the Weſt Indies: the accounts of which, that were publiſhed, very juſtly exaſperated the nation in general; for beſides the diſgrace that our arms had ſuffered, and the immenſe loſs of men, very little had been done; and nothing was heard, but the mutual accuſations of the two chief commanders againſt each other, which greatly leſſened both in the eyes of the public.

PRIZES *taken in* NORTH AMERICA *and the* WEST INDIES.

THE ſucceſs of the cruizing ſhips on the above mentioned ſtations, was very conſiderable. Captain Frankland of the Roſe took a privateer, which mounted fourteen guns and ſix ſwivels, with one hundred and fifty men; recaptured a ſloop the privateer had taken;—a privateer from the Havanna, of ten guns, ſixteen ſwivels, and fifty-three men;—a Dutch veſſel with Spaniſh effects, ſome money, and a large quantity of gun-powder: and, on the 4th of June, he fell in, among the Bahama iſlands, with a Spaniſh guarda coſta of ten guns, ten ſwivels, and eighty men, in company with three prizes ſhe had taken. The guarda coſta and two of the prizes engaged the Roſe for three hours, when the two prizes ſtood away; but the guarda coſta continued the action an hour longer, when her crew, contrary to the orders of her Captain, hauled down her colours, and called for quarter. Captain Frankland took out her crew, put ſome of his people on board, and ſent her in chace of one of the prizes. Coming up with her, ſhe ſubmitted without reſiſtance. The Roſe followed the other two prizes, and ſoon retook them; and Captain Frankland carried the guarda coſta and the three prizes into Charleſtown in South Carolina. The deſperate battle fought by the guarda coſta, is the leſs to be wondered at, when it is known that her Commander was the infamous Fandino, who treated Captain Jenkins with ſo much inhumanity, and who, no doubt, had every reaſon to expect a halter, if taken alive. Captain Long of the Cheſter took a French veſſel, with a Spaniſh cargo: ſhe had on board nine hundred and ninety-ſeven quintals of quickſilver, valued at 30,000 l. The Tilbury, Captain Dent, took a ſchooner, having a very rich cargo, and ſome money. The Eltham, Captain Edward Smith, took a regiſter ſhip, valued at 40,000 l. Captain Liſle in the Scarborough, after an engagement of five hours, ſunk a privateer of ſixteen guns, and two hundred men, none of whom were ſaved: he alſo run a ſloop of force aſhore on the iſland of Porto Rico, where ſhe was wrecked. Captain Warren in the Launceſton, took a Spaniſh ſhip from La Vera Cruz to Cadiz, valued at 30,000 l. The

George, and the Joſeph and Mary, privateers belonging to Philadelphia, commanded by Captains Sibbald and Dowel, being on a cruize together on the 18th of November, near Baracoa, fell in with a Spaniſh regiſter ſhip and a ſettee, both of which they took, without the loſs of a man, after an action of ſome hours, in which the enemy had ſixteen men killed, and twenty-one wounded: the Captain of the regiſter ſhip was among the former, and fell at the firſt broadſide. The ſhip was valued at 33,000 l., beſides private trade: the ſettee was an advice-boat from Cadiz, bound for the Havanna and La Vera Cruz, and had on board two hundred tons of quickſilver, and other articles, valued at 12,000 l.

The Court of Madrid having reſolved to reinforce their garriſons on the Spaniſh Main, embarked the Almanza regiment of dragoons, commanded by Colonel Don Alonzo de Arcos y Morena, conſiſting of five hundred and twenty men, and the ſame number of infantry, being a battalion of the regiment of Portugal, commanded by Don Franciſco Villavicencio. They were ordered to Carthagena, where it was apprehended the Britiſh would make another attack. The troops were put on board the following ſhips, belonging to the Royal Caracca Company, viz. El Coro, and the St Ignatio, of ſixty guns each, but which, on this occaſion, mounted only forty; the St Sebaſtian and St Joachim, of thirty guns each, and St Antonio of twelve guns. Don Joachim de Miranda, the new Governor of Carthagena, embarked on board the El Coro; and from the quantity of rich merchandize ſhipped, this was ſuppoſed the moſt valuable fleet that ever ſailed from Cadiz; which port they left on the 12th of February, and were ſoon after overtaken by a terrible ſtorm. The St Ignatio was wrecked on the ſhoals of Anegada, one of the Caribbee iſlands; and there the Commandant of the regiment of Portugal, ſeveral officers, and one hundred and fifty men were drowned: the St Antonio was never heard of. The other three ſhips of this fleet joined company again; made prize of an American veſſel; and, on the 12th of April, when off the Virgin iſlands, fell in with the Eltham of forty, and Lively of twenty guns, two Britiſh ſhips of war, commanded by Captains Smith and Stuart, who gave chace to the Spaniards, came up with them, and began a very warm battle.

The Spaniſh Commodore ſignified his deſire to ſurrender ſeveral times, but was always prevented by an Iriſh officer of the land forces on board. After a ſevere conflict of ſome hours, night put an end to the engagement, otherwiſe all the three ſhips muſt have been taken; for the Spaniards were ſo very much damaged, that it was with the utmoſt difficulty they got into Porto Rico three days afterwards, having had between ſix and ſeven hundred men killed and wounded: among the former was the Governor of Carthagena. The loſs of men in the Britiſh ſhips was inconſiderable; but their rigging had ſuffered ſo much, that they could not prevent the enemy from eſcaping in the night. The Spaniards learning, on their arrival at Porto Rico, that Carthagena had got a reinforcement of troops, it was determined to ſend ſuch of the two regiments as had arrived there to Cuba. They accordingly put them into ſmall veſſels, and landed them at Baracoa: they were eſcorted by the El Coro and the St Joachim; and all got ſafe to port, except one veſſel, which was taken by the Seahorſe ſhip of war, Captain Durell, near the iſland of Tortuga. He made priſoners the Colonel of the regiment of dragoons, ſome other officers, and about ſixty ſoldiers and ſailors. As the Seahorſe was coming up with the veſſel, a major, two other officers, and about thirty men, endeavoured to reach the iſland in a boat; but the boat overſet, and they were all drowned, except ten, whom the boats from the Seahorſe ſaved. Captain Ward, in the Sheerneſs ſhip of war, took, on a cruize off Crooked Iſland, a Spaniſh ſettee, bound from Cadiz for La Vera Cruz, having on board twenty tons of quickſilver, and other rich goods, to the amount of 20,000 l.

The Tilbury, of ſixty guns, commanded by Captain Laurence, being on a cruize off the iſland of Hiſpaniola, on the 22d of September, was unfortunately conſumed by fire, by the following accident: A marine ſnatching a bottle of rum, which the purſer's boy had in his hand in the cockpit, together with a lighted candle, ſwore he would have a dram out of it: the boy refuſing, a ſtruggle enſued, in which the bottle fell and broke, and the lighted candle falling into the rum, ſet it on fire, which communicating to other rum in the purſer's cabbin, the conflagration ſoon became formidable, and baffled all attempts to extinguiſh it. The gun-powder was all thrown over board, and every means uſed to ſave the ſhip, but in vain. The captain, and the greateſt part of the officers and crew, were ſaved by the Defiance ſhip of war, Captain Hore, and a ſloop belonging to Jamaica, who were in company; but the boatſwain, gunner, an officer of marines, and upwards of one hundred men, were loſt with the ſhip.

NORTH AMERICA.

In the preceding year, a voyage was ſet on foot to determine on the practicability of a paſſage by the northern part of America, to China and Japan. No attempt of this ſort had been made for ſeveral years before; and it was now recommended to the Admiralty, by Arthur Dobbs, Eſq; who, having been long in the ſervice of the Hudſon's Bay Company, was ſuppoſed, from his reſidence at the Bay, to have acquired conſiderable knowledge of the country. He therefore prevailed with their Lordſhips, to cauſe another attempt to be made, to explore the northern coaſts of America; and, if poſſible, to find the ſuppoſed paſſage. The public was to be at the expence of the enterpriſe; two of his Majeſty's ſloops of war were ordered on this ſervice; the command and direction of which, was given to Captain Chriſtopher Middleton, who had been many years a commander of one of the Hudſon's Bay Company's ſhips. The Board of Admiralty, on the ſuppoſition of finding the paſſage, gave him inſtructions to the following import:—

"In places where you meet with inhabitants, make purchaſes with their conſent, and take poſſeſſion of convenient ſituations in the country, in the name of his Majeſty of Great Britain; but where there are no inhabitants, you muſt take poſſeſſion, by ſetting up proper inſcriptions, as firſt diſcoverers and poſſeſſors. If, in your paſſage, you meet with any ſhips trading to the weſtern countries, eaſtward of Japan, or any Japaneſe ſhips, and you apprehend any danger from them, ariſing either from their force or number, you are then "to proceed no farther on the diſcovery, but immediately to "return, that ſhips of ſufficient force may be ſent out next "ſeaſon, to begin a trade, or make a ſettlement, without any "apprehenſion of diſturbance from any powerful nations on "that ſide, leſt any accident ſhould prevent your return, and "diſcourage any farther attempts to be made in future. If "you ſhould arrive at California, without any apprehenſion of "danger, and chuſe to winter in twenty-two degrees, (where "Caxton is ſaid to have found a civilized nation, and a good "harbour), or elſe more ſoutherly, then endeavour to meet "Captain Anſon, in the month of December, before the arrival of the Manilla or Acapulco ſhip at Cape St Lucas, the "ſouthern cape of California; and leave a copy of your journal with him, leſt any accident ſhould happen to you on "your return, and ſo the diſcovery be loſt, and that it might "prevent ſhips being ſent out to your relief, in caſe of ſhipwreck.

"Given under our hands, the 20th day of May, 1741.

"CHARLES WAGER.
"THOS. FRANKLAND.
"GLENORCHY."

Captain Middleton proceeded on his voyage, in 1741, entered Hudſon's Bay, and paſſed the winter of that year, at one of the Company's forts on Churchill river. As ſoon as the ſeas became navigable, in 1742, he ſailed from that place, and proceeded as far north as ſixty-ſix degrees and a half, into a conſiderable inlet or river, which he named Wager River. After uſing all his endeavours to ſind a paſſage to the Great Pacific Ocean, he was convinced that the ſcheme was chimerical; and this year returned to England. Mr Dobbs, the projector of this enterprize, was ſo ſanguine in his expectations, that he laid the whole blame of its miſcarriage on Captain Middleton; and, with many, his reaſonings had too much weight; for this expert navigator deſerved a more generous treatment than he met with. Mr Dobbs has ſince been found in the wrong, and his ſchemes merely imginary. This was generally believed by thoſe moſt ſkilled in nautical matters; but is now confirmed by the recent voyage of the celebrated Captain Cook.

The Spaniards, about this time, made a powerful invaſion upon the infant colony of Georgia. This armament was commanded by Don Marinel de Monteano, the governor of St Auguſtin: he had ſeveral large frigates, and his whole fleet conſiſted of thirty-ſix ſail of ſhips, from which he landed, at St Simon's, near four thouſand men. This done, he began his march againſt Frederica. General Oglethorpe was compelled to retire before ſo great a force; but took the wiſeſt precautions for ſecuring the colony, and diſtreſſing the enemy. Although he had but a handful of men, yet ſuch was his activity and reſolution, that the Spaniards made but little progreſs in their enterprize; and he ſo haraſſed them night and day, that after having had two large detachments defeated, they were glad to retreat, and find ſhelter on board of their ſhips.

MEDITERRANEAN.

By reaſon of the clamours of the merchants, a ſtrong reinforcement had been ſent to Admiral Haddock, in the Mediterranean, under the command of Commodore Leſtock. The health of the former ſoon obliged him to return to England. On his departure, the command of the ſquadron devolved on Mr Leſtock, now Rear-Admiral of the White. (See Note 22.) He loſt no time in getting his ſhips ready for ſea, and proceeded with them off Toulon, to watch the motions of the Spaniſh ſquadron in that port. He ſtationed cruizers ſo judiciouſly off the coaſts of Spain and Italy, that the enemy's intended embarkation of troops was obliged to be poſtponed. Some prizes were made, and one purſued and burnt in ſight of the Spaniſh fleet. Don Philip was to have proceeded in the royal gallies of Spain, from Antibes to Italy; but the activity of the Britiſh ſquadron obliged him to defer the voyage.

On the change of the Miniſtry, Vice-Admiral Matthews was appointed to the command of his Majeſty's fleet in the Mediterranean; and, at the ſame time, inveſted with the character of Ambaſſador Extraordinary and Plenipotentiary to the King of Sardinia, and to the other princes and ſtates of Italy. Few men could boaſt of better characters in the navy, than Admirals Matthews and Leſtock; but, unfortunately for the nation, they bore each other a moſt rancorous hatred: inſomuch, than when Admiral Matthews accepted of this command, he made it a conditional point, that Rear-Admiral Leſtock ſhould be ſpeedily recalled: unluckily, this had been either forgot or miſunderſtood. The Vice-Admiral was diſpatched in the Namur, with three other ſhips of the line, and arrived at Villa Franca, the 27th of May. (See Note 23.) There he found the Rear-Admiral with part of the fleet. From this day their unhappy quarrel was revived. To do Mr Leſtock all manner of juſtice, the fault on this occaſion does not ſeem to be his; for, on perceiving the Namur off the port, he got into his barge, in order to meet the Vice-Admiral, and to compliment him on his ſafe arrival. To this piece of civility, he met with a moſt unſuitable return; and although he had juſt ſaluted the Vice-Admiral, not only with guns from his own ſhip, but of all the reſt of the ſhips of war at Villa Franca, no ſooner had he come into his preſence, than he reprimanded him, by ſaying, "He was ſurprized, that as Mr Leſtock had been ſo long in the ſervice, he had neglected to comply with the inſtructions given to him, by neither writing, nor ſending a frigate down to Gibraltar." To which the Rear-Admiral returned for anſwer, that he had done both; and that if Mr Matthews had not received his letters, nor met with the frigate, he was not to blame. Such rude behaviour from the Vice-Admiral, and that too, in preſence of ſeveral Sardinian officers of rank, could not fail of greatly provoking Mr Leſtock. From this their firſt interview, their future conduct might eaſily have been predicted. Whilſt Vice-Admiral Matthews continued at Villa Franca, Rear-Admiral Leſtock was diſpatched with the greateſt part of the fleet to the road of Heires, about nine miles to the eaſtward of Toulon, a moſt eligible ſtation to watch the motions of the Spaniſh ſquadron in that harbour. Our cruizers were extremely alert.

In June, the five royal gallies of Spain, which were to have eſcorted Don Philip with a ſecond embarkation of troops to Italy, ventured to leave their aſylum; and, loaded with ammunition and proviſions for the Spaniſh army, they thought to be able to creep along ſhore: but being deſcried by our ſhips, and purſued, they took ſhelter in the ſmall port of St Tropes, a town belonging to France. The gallies drew up along-ſide of each other, and, had they truſted ſolely to the neutrality of the port, would have been ſafe; but this they violated, by firing on his Majeſty's ſhip the Kingſton, commanded by Captain Richard Norris, who, with the Oxford, and Duke fireſhip, were ſent by the Vice-Admiral to block them up there. On this, Captain Norris ordered Captain Callis to run in with the Duke, and burn the gallies; the Kingſton and Oxford protecting and covering the fireſhip as ſhe advanced towards the mouth of the harbour. This ſervice Captain Callis performed in ſo effectual a manner, that his Majeſty ordered him to be made a Poſt-Captain, and preſented him with a gold medal and chain, in token of his approbation of the courage and conduct he had ſhown on this occaſion.

Some of the enemy's ſhips, with proviſions and ſtores for the Spaniſh army in Italy, were chaſed into the works of Palamos and Mataro, on the coaſt of Catalonia. Theſe places ſuffered ſeverely from this circumſtance; as, the commander of the ſquadron cruizing off that coaſt, in order to deſtroy the veſſels that had taken ſhelter there, bombarded both. On ſuch occaſions, the unfortunate inhabitants, who have no concern in national quarrels, are much to be pitied; and that generous humanity which characteriſes Britiſh officers, muſt be ſenſibly affected, when ſuch ſtrong meaſures become a neceſſary part of their duty.

We come now to relate a tranſaction of very great importance; a tranſaction which, ſmall as it may appear to ſome, it is yet generally believed, has been the ſource of two bloody and expenſive wars between Spain and Great Britain. His Sicilian Majeſty having entered fully into the views of the Spaniſh Court, had marched a large body of his troops to the aſſiſtance of his brother Don Philip. To prevent ſo powerful a reinforcement from joining the Spaniſh army, was deemed the moſt effectual way of ſerving our ally the Queen of Hungary. In order to accompliſh this point, Admiral Matthews detached Commodore Martin with a ſmall ſquadron, accompanied with three bomb-ketches (See Note 23.) to Naples, with orders to the

Commodore, to endeavour to perſuade his Sicilian Majeſty to withdraw his troops from the Spaniſh army, and to ſign a declaration of neutrality during the preſent war. In caſe of a refuſal to theſe demands, the Commodore was ordered to lay his Majeſty's capital in aſhes. The ſquadron arrived in the Bay of Naples, on the 19th of Auguſt, and came to an anchor in a line before the city. When the intention of this viſit became known, the conſternation into which Naples was thrown, is not to be deſcribed; for the Neapolitans had a greater dread of the Britiſh thunder, than of the moſt furious irruption of their neighbour, Mount Veſuvius: well knowing, that the interceſſions of St Januarius could have no influence to aſſuage the fury of the former, whatever he might do with the latter.

Before the ſquadron came to an anchor, Mr Allen, the Britiſh Conſul at Naples, went on board the Commodore, by deſire of the Duke de Monteallegre, his Sicilian Majeſty's Miniſter, to know whether the ſquadron came as friends or enemies, the appearance ſeeming, as he ſaid, hoſtile; but that his Sicilian Majeſty would be glad to receive them as friends, deſiring nothing ſo much as the amity of his Britannic Majeſty. Mr Allen having communicated this to Commodore Martin, he was then informed, what was the intent of the ſquadron being ſent thither; and that he had in charge, a meſſage from Admiral Matthews, to be delivered in the King's name, to his Sicilian Majeſty, the purport of which was: "That his Britannic Majeſty being in alliance with the Queen of Hungary and the King of Sardinia; and the King of the Two Sicilies having joined his forces with thoſe of Spain, in declared war with England, to invade the Queen of Hungary's dominions, contrary to all treaties; he, the Commodore, was ſent to demand, that his Sicilian Majeſty do forthwith withdraw his troops from acting in conjunction with thoſe of Spain; and that his Majeſty ſhould promiſe not to give them any further aſſiſtance of any kind whatever." Captain de l'Angle was charged with this meſſage; and the Commodore deſired the Conſul to accompany the Captain as his interpreter.

They were landed, and went to the Secretary's office at five o'clock. The King was then at church, and was not to return till ſix. The Duke of Monteallegre received the meſſage,

ſage, and told them, that, when the King returned, he would give the anſwer. Accordingly, at eight o'clock, the Duke of Monteallegre came down from the King in council, and told them, the demand would be complied with, and in writing, as required. But he deſired to have ſome anſwer, alſo in writing, importing, That, on compliance with the requiſitions made by the Britiſh Commodore, no hoſtilities ſhould be committed on their ſide. They then returned on board with General Bourk, who was ſent from his Sicilian Majeſty, to endeavour to perſuade the Commodore to acquieſce with this requeſt. But he anſwered, that his orders were abſolute, and did not authoriſe him to do ſo; and that he expected a compliance in half an hour's time, or, at fartheſt, an hour, after the Conſul and Captain's being ſent on ſhore. The Duke of Monteallegre then deſired that he might inſert in his letter, "That, upon the Conſul and Captain's aſſurances, by "word of mouth, that no hoſtilities ſhould be committed, his "Sicilian Majeſty did promiſe," &c. Captain de l' Angle deſired the Conſul to tell the Duke, that he apprehended the Commodore would not agree to that condition. Upon which the Duke deſired the Conſul to aſſure the Commodore, that, if he objected to it, it ſhould be left out; and that the ſubſtance of the letter being fully what was required, he hoped it would be ſufficient for the preſent. It was two hours paſt midnight when the Conſul returned on board; and the Commodore was ſo far ſatisfied, as to promiſe he would not commence any hoſtilities, upon the aſſurances given him by the Conſul, that any thing he objected to in the form would be altered. And, accordingly, in the morning, another letter was wrote in the exact words required: and upon receipt of it, the Commodore ordered his ſquadron to prepare for ſea; and he ſailed in the forenoon of the 21ſt.

The following is a tranſlation of the letter to Captain William Martin, commander of the Engliſh ſquadron.

"SIR, *Naples, Auguſt 20th* 1742, *N. S.*

"THE King had already reſolved, and given orders, that his "troops, which are joined with thoſe of Spain, ſhould withdraw, "in order to the defence of his own dominions. His Majeſty "commands me to promiſe you, in his name, that he will forth-

" with repeat his orders, that his troops, withdrawing from the " Romagna, where they are at preſent, ſhall immediately return " into this kingdom; and that he will not, in any manner whatſoever, either aid or aſſiſt thoſe of Spain any more in the preſent war in Italy.

" *The Marquis of Salas.*
" *Duke of Monteallegre.*"

His Sicilian Majeſty could not but feel, in the moſt ſenſible manner, the humiliating terms he was compelled to ſubmit to, and that too in the capital of his own dominions, which rendered thoſe terms ſtill more irkſome, and leſſened his conſequence among the European powers. No wonder then, when he became King of Spain, that he ſhould have remembered the unwelcome viſit paid him by Commodore Martin, and have uſed all the means in his power to ruin the naval ſuperiority of Great Britain.

Commodore Martin was ſoon after ſent on another expedition. The Vice-Admiral having received intelligence, while he lay in Heires road, that the Genoeſe had got togther ſome conſiderable magazines at Araſſa, a town belonging to the Republic, about thirty miles N. E. of Nice, which magazines were deſigned for the uſe of the Spaniards; he detached the Commodore with a ſmall ſquadron to Araſſa, at which place he arrived September 1ſt, and ſent a party on ſhore to ſearch for the magazines, which they found, conſiſting of a large quantity of corn and flour, and two hundred and fifty quintals of ſtraw, all of which they ſet on fire, and deſtroyed entirely.

Lord Forreſter, Captain of his Majeſty's ſhip the Leopard, being on a cruize off Cadiz, took a Spaniſh veſſel ſteering for that port, of two hundred tons burden, laden with logwood, cochineal and cocoa, with ſeveral other ſorts of dyes, Canary wines, and four camels that had been ſent as a preſent for his Sicilian Majeſty, of very great value; together with piaſtres to a conſiderable amount. There was a biſhop, a prieſt, a Spaniſh general, and other Spaniſh officers paſſengers in this ſhip.

TRANSACTIONS AT AND NEAR HOME.

The Earl of Northeſk, commander of his Majeſty's ſhip the Loo, being on a cruize off Cape Finiſterre, received intelligence

gence of a ſmall privateer being at Porto Nuovo. He immediately went in queſt of her, and entered that port on the 13th of June; but the enemy diſcovering him, the privateer moved higher up the river, where the Loo had not ſufficient depth of water to follow her; and it falling calm, his Lordſhip was obliged to come to an anchor, cloſe to the towns of Porto Nuovo and St Jago. Some guns being fired at him from the firſt of theſe places, he was obliged to fire a few ſhot into the town; and, landing his marines, they diſmounted four guns, and deſtroyed the battery. A breeze ſpringing up, his Lordſhip proceeded on his cruize, where, on the 7th of July, he fell in with his Majeſty's ſhip the Deal Caſtle, commanded by Captain Elton, from whom he received an account that the enemy had ſome veſſels at Vigo. They proceeded together for that place, ran up the river, and anchored before the town, where they made prize of four veſſels. The Spaniards very fooliſhly kept up a fire of muſquetry from the town, whilſt the ſailors were performing this duty; which obliged Lord Northeſk to order the ſhips to fire a few broadſides, by which ſeveral perſons were killed, and the houſes much damaged. The ſhips returned to their cruize; and Lord Northeſk receiving an account that the privateer was ſtill at Porto Nuovo, came to an anchor under the iſland of Blydones, where he put two ſix pounders and ſixty men into one of the prizes he had taken at Vigo; and giving the command of her to one of his lieutenants, ſent her in purſuit of the privateer. He could not find her; but, on his way back to the ſhip, he took a ſmall veſſel.

Lord Banff, commander of his Majeſty's ſhip the Haſtings, took the Noſtra Signora del Aſſumption, a very valuable outward bound Spaniſh regiſter ſhip; alſo a privateer of twenty-four guns, which he was obliged to ſink, not being able to ſpare a ſufficient number of men to navigate her, to guard his priſoners, and to work his own ſhip.

Lord Forreſter, commander of his Majeſty's ſhip the Leopard, took a Spaniſh ſhip of conſiderable value, mounting twenty-four guns. The Honourable George Dawney, Captain of the Biddeford, took the Santa Familia privateer of St Sebaſtians, of fourteen carriage guns, twelve ſwivels, and one hundred and twenty-ſix men, who were moſtly French, ten of whom were killed in the action: The Biddeford had only one man killed. Captain Dawney alſo took the St Antonia privateer of ſixteen guns, ten ſwivels, and ninety-ſix men. Captain Warren of the Launceſton, and the Honourable Captain Henry Aylmer of the Portmahon, took a privateer of fourteen guns, and one hundred and forty men; and retook five prizes, which ſhe had taken, and was conveying into St Andero. Captain Holburn of the Dolphin, took a privateer of eighteen guns, and one hundred and two men. Captain Pritchard of the Lyme, took a privateer of St Sebaſtians, of twelve guns, and one hundred and ten men, three days after ſhe left the above port, and before ſhe had taken any prize. Captain Rogers of the Bridgewater, took the Santa la Rita, *alias* Neptuno privateer, of eighteen guns, and one hundred and forty men.

On the 27th of December, the Pulteney privateer, a large brigantine of ſixteen carriage guns, twenty-ſix ſwivels, and one hundred and forty-two men, commanded by Captain James Purcell, was returning to Gibraltar from a cruize in the mouth of the Straits. As ſhe was ſtanding in for the bay from the weſt, with little or no wind, ſhe was ſeen from Old Gibraltar, from whence two large Spaniſh zebeques, each carrying twelve carriage guns, a great number of patteraroes and muſquetoons, and one hundred and twenty men, were ſent out to make prize of her. Conſidering the Pulteney as an eaſy prey, they made all poſſible expedition with their oars, and ſoon came up with her, a little to the eaſt of Europa Point, and almoſt within reach of the cannon there. The garriſon of Gibraltar looked on with regret, as, from the great ſuperiority of the enemy, they thought the Pulteney could not eſcape being taken; but the brave Captain Purcell reſolved to defend himſelf to the laſt extremity; and he prepared for an obſtinate reſiſtance. After a few ſingle guns, the Spaniards came near, and, having hailed the veſſel and her commander by name, entreated the Captain to ſtrike, and by that means preſerve the lives of his men, otherwiſe to expect no quarter. Theſe threats were anſwered from the mouths of his guns; on which the Spaniards attempted to board the Pulteney, but were repulſed with conſiderable loſs. They made two more attempts of the ſame ſort; but Captain Purcell reſerving the fire of half his broadſide till they came quite cloſe, they durſt not venture to board him; yet, as they expoſed themſelves very much in this laſt attempt, their loſs was ſo very great, that they were obliged to take to their oars, and make off towards Malaga. The veſſel was greatly damaged; and they had one hundred men killed. The engagement laſted one hour and three quarters. The Pulteney had but one man killed, and five dangerouſly wounded. So trifling a loſs is very extraordinary, conſidering the ſails and rigging were cut to pieces, and every man on board had his clothes ſhot through. Several of the enemy's nine pounders went through the maſts and hull. Boats were ſent off from Gibraltar, which towed the Pulteney ſafe into the Mole: and the garriſon had ſuch a high ſenſe of the merit of this action, that the Governor, officers, and the principal inhabitants of the place, contributed together, and bought a handſome piece of plate, on which they had a proper inſcription engraven, and preſented it to Captain Purcell; giving, at the ſame time, a genteel reward to the ſailors for their bravery.

Theſe were the principal actions which diſtinguiſhed the year 1742. The Miniſtry, at the cloſe of it, ſettled a cartel with Spain, by which a number of our ſeamen were releaſed from cloſe confinement in loathſome gaols. Many complaints having been rumoured abroad, of the ill treatment the ſeamen received from their commanding officers, to the great prejudice of the ſervice; Adminiſtration reſolved to do the ſailors all manner of juſtice; and declared, that no rank or connexions, however great, ſhould ſkreen or protect any perſon who ſhould be found guilty of ſuch conduct. Accordingly, complaints having been made to the Admiralty againſt Captain Fanſhaw of the Phœnix, and Sir Yelverton Peyton of the Hector, they were ordered to be tried by a court-martial in June, on board the St George, of which Admiral Cavendiſh was Preſident. The former was ſentenced to be mulcted of ſix months pay, for the uſe of the Cheſt of Chatham, a fund eſtabliſhed in the year 1588 for the relief and ſupport of wounded ſeamen; and the latter was ſentenced to be diſmiſſed from the ſervice, and to be rendered incapable of ever ſerving in the Royal Navy again. In Auguſt, the ſame Admiral ſat as Preſident on the trial of the Honourable Captain William Hervey, commander of his Majeſty's ſhip the Superb, accuſed of ill treatment towards his officers, and of particular cruelty to his men. Captain Hervey having complained againſt John Hardy, his firſt Lieutenant, he was alſo tried by the ſame court-martial. Captain Hervey was found guilty, and ſentenced to be caſhiered. Mr Hardy was moſt honourably acquitted.

Beſides the loſs of his Majeſty's ſhips Tyger and Tilbury, the Glouceſter of fifty guns, (one of Commodore Anſon's ſhips), was loſt in the South Sea; and the Drake, Grampus, and Saltaſh ſloops of war, were loſt in Europe.

The captures, in the courſe of this year, were as follows:

Spaniſh ſhips taken in America, 36—In Europe, 90—Tot. 126.
Britiſh ſhips taken in ditto, - 21—In ditto, - 109—Tot. 130.

Included in the above, are the prizes taken by Commodore Anſon in the South Seas. Many of the Spaniſh prizes being of great value, the balance was at leaſt 30,000 l. in favour of Great Britain, independent of the loſſes the enemy ſuſtained at Paita and Chagre.

On the 16th of November the Parliament met; and, from the King's ſpeech, it could be eaſily foreſeen, that a Continental war, in ſupport of the Houſe of Auſtria, was the favourite meaſure with Adminiſtration: The war with Spain ſeemed to be only a ſecondary motive. The fleet in the Mediterranean, ſaid his Majeſty, had, by its operations, greatly contributed to ſtop the ambitious deſigns of the Court of Spain in Italy.

This ſpeech was far from being well received by the nation; and, in the courſe of the ſeſſion, the Miniſtry were moſt warmly attacked for their apoſtaſy: who, with almoſt unequalled effrontery, were not aſhamed to adopt meaſures, and maintain doctrines, which they had before execrated with the keeneſt aſperity of language. In the courſe of the ſeſſion, they voted forty thouſand ſeamen for the ſervice of the year 1743, and eleven thouſand five hundred and fifty marines; 188,558 l. 15 s. 5 d. for the ordinary of the navy; and 10,000 l. for the ſupport of Greenwich Hoſpital. The whole of the grants during this ſeſſion amounted to 5,912,483 l. 12 s. 3 d.

A great number of ſhips were kept in commiſſion, and fleets and ſingle ſhips ſent out to cruize; yet ſo miſerably were our naval matters conducted, that the enemy's fleets, with immenſe quantities of treaſure and plate on board, from the Weſt Indies and South America, arrived ſafe in Spain. Whether this was owing to want of proper information in Adminiſtration, or to the fleets being injudiciouſly ſtationed, the Public has not yet been informed.

1743.

On the 9th Auguſt this year, his Majeſty was pleaſed to make the following naval promotions, viz. Sir John Norris, knight, Admiral and Commander in Chief of the Fleet, and Vice-Admiral of England; Sir John Balchen, Admiral of the White; Thomas Matthews, Eſq; Admiral of the Blue; Edward Vernon, Eſq; Vice-Admiral of the Red; Nicholas Haddock, Eſq; Vice-Admiral of the White; Sir Chaloner Ogle, knight, Vice-Admiral of the Blue; James Stewart, Eſq; Rear-Admiral of the Red; Richard Leſtock, Eſq; Rear-Admiral of the White; and Sir Charles Hardy, knight, Rear-Admiral of the Blue. And, on the 22d of December the ſame year, Thomas Davers, Eſq; and the Honourable George Clinton, were promoted to be Rear-Admirals of the Red; William Rowley, Eſq; Rear-Admiral of the White; and William Martin, Eſq; Rear-Admiral of the Blue.

WEST INDIES.—JAMAICA.

On the return of Vice Admiral Vernon to England, the command of the ſquadron ſtationed here, devolved on Rear-Admiral Sir Chaloner Ogle: and it having been repreſented to him, that the Spaniſh ſettlements at La Guira and Port Cavallo, on the Caracca coaſt, were in a defenceleſs ſtate, and might be eaſily reduced by a ſquadron of ſhips; he detached Captain Knowles, with two ſhips of ſeventy, three of fifty, and one of twenty guns, and ſome ſloops of war, with directions to repair to Antigua; to procure there ſuch ſhips of war as could be ſpared from the protection of the iſlands and their trade; and then to proceed and attack the above mentioned places. He obtained ſome ſhips at Antigua, and a detachment of near four hundred men from Dalzell's regiment; and on the 12th of February, proceeded to the Caracca coaſt, (See Note 25.)

So little care had been taken to conceal the deſtination of this armament, that the Governor of the Caraccas had near two months previous notice of our intentions; and exerted himſelf, during that time, in taking every precaution in his power to render the places entruſted to his care as ſtrong as poſſible. The old fortifications were repaired, and new ones added; while the garriſons were augmented by the militia, and a large body of Mulattoes and Negroes. Leſt his ſtores ſhould not prove ſufficient, he prevailed on the Governor of the Dutch iſland of Curacoa, in his neighbourhood, to ſell him a conſiderable quantity of ammunition. This proceeding of the Governor was contrary to the advice of his council.

On the 18th of February, Commodore Knowles arrived with his ſquadron off La Guira, and loſt no time in beginning his operations. Captain Luſhington in the Burford led the van, and began the attack about noon. In an hour's time, all the ſhips had come to an anchor, and were warmly engaged. The enemy behaved extremely well, and kept up a well-directed fire againſt our ſhips; ſeveral of which being in great danger from the red-hot balls fired by the enemy, together with an exceſſive ſwell of the ſea, which kept the ſhips at leaſt a mile's diſtance from the batteries, were circumſtances that prevented our ſhot from having a proper effect on the enemy's fortifications; notwithſtanding which, however, ſeveral of their batteries were ſo much damaged, that their fire was greatly ſlackened. The houſes and churches were reduced almoſt to ruins. There being three ſhips in the harbour, the Commodore ſent the boats manned and armed to take or burn them; but from not clearly underſtanding the orders, they fell into confuſion, and returned, without putting their deſign in execution. Between three and four o'clock, our people had the greateſt proſpect of ſucceſs, as the enemy only fired now and then a gun; but they were ſo fortunate as to cut the Burford's cable; which ſhip being greatly damaged in maſts and rigging, with many ſhot between wind and water, ſhe fell out of the line, and, driving on board the Norwich, obliged her and the Eltham to quit the line alſo. By the force of the current, all three drove a great way to leeward. This diſaſter gave the enemy freſh ſpirits: they returned to their batteries, and renewed the fire on the remaining ſhips which continued the attack, and with greater hopes of repelling the aſſailants. One of our ſhells had fallen into a large battery on the ſide of the hill, which ſetting fire to the magazine there, it blew up with a great exploſion. Night coming on, the firing on both ſides ceaſed; our ſhips being very conſiderably damaged, drew off; and next morning the Commodore collected his ſhattered ſquadron, and proceeded to Curacoa to refit. In this action, we had one lieutenant and ninety-two men killed, with three hundred and eight wounded: of this laſt number was Captain Luſhington of the Burford, who had his thigh ſhot off, and who died a few hours after he was landed at Curacoa, univerſally lamented. The Suffolk received one hundred and forty-ſix ſhot, and was otherwiſe greatly damaged, as was the Burford, Advice, Aſſiſtance and Eltham. The enemy did not eſcape without damage: the town was almoſt reduced to a heap of rubbiſh; their fortifications greatly injured; and they had ſeven hundred men killed and wounded.

The ſquadron being refitted, and the Commodore having received a reinforcement of Dutch volunteers, who thought they had been injured by the Spaniards, he reſolved to make an attack on Port Cavallo, notwithſtanding he very well knew that the enemy were fully prepared to receive him. He ſailed from Curacoa, March 20th; and although the diſtance is very ſhort, yet, from the ſtrong lee current, it was the 15th of April before he came to an anchor under the Keys of Barbaret, a little to the eaſtward of Port Cavallo. (See Note 26.)

On reconnoitring the place, he found that the Spaniards had twelve of their ſmalleſt ſhips and three gallies hauled to the uppermoſt part of the harbour, out of gun-ſhot, with a ſhip of ſixty, and another of forty guns moored cloſe over to the north ſhore. One ſhip was laid acroſs the channel in the mouth of the harbour, ready to be ſunk, with a chain from the caſtle to the ſtern, and another from her head to the main, where had lately been erected three faſcine batteries of conſiderable length. On a low point, called Ponta Brava, were two more batteries, one of twelve, the other of ſeven guns. The Commodore perceiving that they could be flanked, thought it would be no difficult matter to make himſelf maſter of the batteries, and to turn their guns againſt the caſtle.

A council of war was held that morning, to conſider of the beſt plan of attack; when it was agreed to ſend in two ſhips to cannonade the batteries that afternoon, and, when ſilenced, to land the volunteers, the ſoldiers of Dalzell's regiment, all the marines, and four hundred ſailors, to take poſſeſſion of them; the whole to be commanded by Major Lucas, of Dalzell's regiment. Their retreat, in caſe of a repulſe, was ſecured by the Aſſiſtance ſhip of war, lying within piſtol-ſhot of the ſhore. The Lively and Eltham were ſent in to cannonade the batteries, which, about ſun-ſet, were ſilenced; and when it became dark, the firing ceaſed on both ſides. The forces who were to act on ſhore, conſiſting of near twelve hundred men, were landed; and as they advanced along the beach, the Commodore accompanied them in his boat. About eleven, the van ſeized one of the batteries; but the Spaniſh centinel firing his muſquet, alarmed the garriſons of the caſtle, and other batteries; and two guns being fired from one of the latter, the whole detachment were thrown into confuſion: they fired on each other, and were ſo panic-ſtruck, that they threw down their muſkets, and fled with the utmoſt precipitation to the beach; nor did they recover from this ſhameful fright till they found themſelves on board the ſhips.

This affair was a great diſappointment to the Commodore, who, had the forces behaved in a proper manner, looked on ſucceſs as certain. He reſolved, however, not to abandon the enterprize, without making another effort; and, calling a council of war on the 21ſt, it was there determined to make a general attack on the place with the ſhips.

In purſuance of this reſolution, on the 24th, in the forenoon, a ſmall breeze ſpringing up, the Commodore made the ſignal to weigh, and the ſquadron proceeded to the attack in the following order: The Aſſiſtance, Burford, Suffolk and Norwich to batter the caſtle; and the Scarborough, Lively, and Eltham to cannonade the two faſcine batteries. The firing began about eleven; but Captain Gregory of the Norwich not coming to cloſe action, the Commodore ſent Captain Henry Steuart to take the command of that ſhip, who ſhewed himſelf worthy of this honour, by nobly ſeconding the Commodore's efforts. The enemy's fire, by the cloſe of the day, was greatly ſlackened; many of their embraſures were beat into one; ſeveral of their guns diſmounted; and the faſcine batteries ſilenced. When it became dark, however, they renewed their fire, and greatly damaged the ſhips; ſome of which had nearly expended all their ammunition, while all of them were greatly damaged in their hulls, maſts and rigging. A little after nine o'clock, the Commodore made the ſignal to cut, and retired out of reach of the enemy's guns. In this attack, we had two hundred men killed and wounded. During the action, the enemy ſunk the ſhip at the mouth of the harbour, which ſtopped up the channel. Next morning the ſquadron weighed, and came to an anchor under the Keys of Barbaret, where they refitted in the beſt manner poſſible. Here they were joined by the Advice, who parted company with the Commodore three days after they ſailed from Curacoa. A council of war was held on the 28th, who came to the reſolution, That the ſquadron was no longer in a condition to attempt any enterprize againſt the enemy. Upon which, the Commodore ſent away the ſhips belonging to the Leeward Iſland ſtation, where they were much wanted, together with the detachment of Dalzell's regiment; and, with the reſt of the ſquadron, proceeded to Jamaica, having firſt exchanged what priſoners he had with the Governor of Port Cavallo.

Mr Graves, ſecond lieutenant to Sir Chaloner Ogle, commanding a tender belonging to the Admiral's ſhip, being on a cruize, took, after a ſmart action of ſome hours, a privateer called the Phœnix, of St Jago, mounting four carriage, and ten ſwivel guns, and having on board ſixty-five men. Captain Tucker of the Fowey took a regiſter ſhip, called the San Joſeph le Deſiderio, valued at 100,000 l. Captain Burnaby of the Litchfield, took and deſtroyed four privateers; burnt a ſloop in Aguada Bay; demoliſhed a battery of four guns, under which the ſloop was at anchor; and afterwards ſent on ſhore a party of ſailors, commanded by one of his lieutenants, who ſpiked up the cannon, burnt the carriages and guard-houſes, bringing off the Spaniſh colours in ſight of a great number of the enemy, who loſt many men in the action. The Litchfield had only one man killed. Lord Banff, in the Haſtings, took, whilſt on a cruize off the Azores, a French polacre, called Le St Jean, having on board one million three hundred thouſand pieces of eight, regiſtered at Cadiz; alſo a privateer of twenty guns. Captain Frankland in the Roſe, retook from two Spaniſh privateers, after a ſmart engagement, a large ſchooner of ſixteen guns, as many ſwivels, and one hundred and forty men; and a ſloop of ten carriage and ten ſwivel guns, and eighty men. In the action, the ſchooner ſunk, and all on board periſhed. The ſloop run aground at the Metanzes: the privateers made off. The Greenwich and Adventure took a polacre with quickſilver from Cadiz to La Vera Cruz. The Rippon took a very valuable prize. The Auguſta took in one cruize three prizes, one of them laden with indigo and cochineal, and having on board one hundred and eighty thouſand pieces of eight.

LEEWARD ISLAND STATION.

COMMODORE WARREN commanded his Majeſty's ſhips on this ſtation; and in the Launceſton, in one cruize, he took three prizes, viz. one a veſſel bound for La Guira, with ammunition and ſtores, another of three hundred, and a third of two hundred tons, both laden with hides, cochineal, and ſome cheſts of money. The Lively, Captain Gage, took a polacre laden with cochineal and cocoa, and having on board four thouſand pieces of eight; likewiſe the Santa Franciſca Maria Magdalena Fides, a privateer of ſixteen carriage and twenty ſwivel guns.

The privateers fitted out at St Chriſtopher's, and other iſlands, captured a number of the enemy's ſhips, ſome of which were of very great value.

MEDITERRANEAN.

Admiral Matthews continued to command the fleet in the Mediterranean, (See Note 27.) having under him Rear-Admirals Leſtock and Rowley. Receiving intelligence that the St Iſidore, a Spaniſh ſhip of war of ſeventy guns, was repairing in the bay of Ajaccia, in the iſland of Corſica, he ſent Commodore Martin in the Ipſwich, having under his command the Revenge, and Anne galley fire-ſhip, to endeavour to take her. The Commodore ſent a meſſage to her Captain, Don Delage de Cuelly, to ſurrender the ſhip. This he poſitively refuſed to do, and began to fire as ſoon as the meſſenger left the ſhip. Our ſhips returned the fire, and would ſoon have compelled them to ſurrender; but the Spaniards, apprehenſive of what might be their fate, ſtuffed a deal of bruſhwood between decks, ſet fire to the ſhip, and endeavoured to make their eſcape on ſhore. This was nearly accompliſhed when ſhe blew up, whereby a number of the crew loſt their lives.

His Majeſty's ſhips, Rupert and Feverſham, commanded by Captains Ambroſe and Hughes, being on a cruize on the coaſt of Valencia, on the 1ſt of March, took a barcolongo, called the N. S. del Carmen, of four guns, ten ſwivels, and thirty-three men, bound from Malaga to Barcelona, in the King of Spain's ſervice, laden with one thouſand quintals of lead for muſket-ball, and three hundred pieces of timber for the uſe of the artillery. Another veſſel which was in company was chaced into Vineros by the Feverſham; and Captain Hughes there ſaw a barcolongo, and two ſettees, at anchor under the caſtle of Peniſcola. He informed Captain Ambroſe of this; and they determined to endeavour to cut out the veſſel that had been chaced in. They accordingly ſent in their boats, manned and armed for this purpoſe; but ſo ſmart a fire of ſmall arms was kept up from the houſes and the ſhore, that the boats were obliged to return to their ſhips without executing their deſign. When the enemy began to fire, both ſhips cannonaded the town, eſpecially at the places from whence they perceived the enemy's fire to proceed. Night coming on, the ſhips left off firing; but Captain Ambroſe ſent the commanding officer word, by the captain of a French tartan which lay in the road, that he muſt ranſom the town, otherwiſe he would lay it in aſhes. He begged a delay till ſix the next morning; before which time he received a reinforcement of two hundred ſoldiers, and then deſired Captain Ambroſe to do as he pleaſed. The inhabitants would gladly have ranſomed the place; but were prevented by the military. The boats were again ſent to board the veſſel, which they burnt. She was laden with proviſions for the Spaniſh fleet at Toulon. At half an hour after nine next morning, both ſhips renewed their cannonade upon the town, and continued it, without intermiſſion, till one o'clock; when a ſtrong ſea-breeze coming on, they were compelled to deſiſt, as it was no longer ſafe to lie ſo near the ſhore. They fired above a thouſand cannon-balls: The town and church were almoſt ruined. A large breach was made in the walls; and about thirty ſettees, which were hauled up at the upper end of the town for ſecurity, were entirely deſtroyed. As the enemy had no battery at the town, our ſhips ſuſtained no kind of loſs. The two Captains afterwards viſited other ports on the coaſt of Spain; and took out of ſeveral harbours no leſs than ſixteen ſhips, without loſing a man.

While the fleet lay at anchor in the Bay of Heires, ſome ſailors, on the 10th of April, went on ſhore, for refreſhment, to the town of Heires, about eight miles eaſt of Toulon; but the French garriſon refuſing them entrance into the town, a ſcuffle enſued. The Governor of Provence ſent a reinforcement of ſix hundred men to its aſſiſtance; and as the Britiſh were aſſiſted from the fleet, the fray was not terminated before thirty French, and one hundred and twenty Britiſh, were killed. The French Governor wrote, on this occaſion, to Admiral Matthews, that he (the Admiral) was certainly not to blame in this affair; and that he had repreſented the quarrel in ſuch a light to the French Miniſtry, as, he hoped, would prevent any ill conſequences. The latter end of June, the enemy having found means to elude the vigilance of our cruizers, got ſafe to Genoa, with a bark and fourteen xebecks, loaded with ammunition, cannon, and other warlike ſtores from Majorca, for the uſe of their army in Italy. Admiral Matthews ſailed immediately for that port in the Namur, having with him the Barfleur, Norfolk, Princeſs Caroline, Ipſwich, and Revenge. The ſight of the Britiſh ſquadron was by no means a pleaſing ſight to the Genoeſe, who dreaded their reſentment for the partiality ſhewn by them to the Spaniards. The Senate concluded a treaty with the Admiral; wherein it was ſtipulated, that the Republic, at their own expence, ſhould ſend this ammunition and cannon, in neutral bottoms, to the caſtle of Bonifacio, in the iſland of Corſica, where they were to be depoſited during the preſent war. After this exploit, Admiral Matthews left the command of the fleet in Heires road to Rear-Admiral Leſtock: he went himſelf on public buſineſs to Turin, to conſult with his Sardinian Majeſty; who having defeated the French and Spaniards in their attempts to force the paſſes of Suſa, obliged them to retire with conſiderable loſs. It being conjectured that their next attempt would be on the country of Nice, every means was uſed to guard this paſſage into Italy. New works were raiſed, and added to the old. The lower tier of guns of the Rocheſter were landed, and, with ſome others, mounted on batteries ſtretching from Mount Alban to the ſea-ſhore. The Barfleur and Norfolk were ordered to Villa Franca; and in them were the detachments of ſoldiers from the garriſons of Gibraltar and Minorca, ſerving on board the fleet, who were to be ready to land, and act on ſhore, in caſe of need.

The Romney took a Spaniſh ſhip laden with cochineal, having likewiſe ſome cheſts of quickſilver on board, valued at 120,000 l.

The Guernſey, Captain Corniſh, deſtroyed a Spaniſh privateer of twenty-two guns, and one hundred and twenty men, near Cape de-Gat, although protected by a battery of eight guns; likewiſe another privateer of leſs force: And falling in with a fleet of ſeven xebeques, laden with proviſions, &c. he took two, and ſunk three of them.

The Saliſbury, Captain Peter Oſborne, took a Spaniſh ſhip, with one hundred and fifty thouſand pieces of eight on board.

TRANSACTIONS AT AND NEAR HOME.

We ſhall conclude the events of this year, by giving an account of ſuch actions as were performed under the immediate orders of the Admiralty, and of the ſucceſſes of our cruizers.

Captain Charles Holmes, of his Majeſty's ſhip the Saphire, being on a cruize off the coaſt of Portugal, on the morning of the 2d of December (1742), ſaw two ſail, to which he gave chace. They ſoon after ſteered different courſes. Captain Holmes purſued the one who had the appearance of a privateer; and, coming up with her about five in the evening, ſhe ſurrendered, and proved to be a privateer of eight guns, and fifty-two men. It being now calm, Captain Holmes had the priſoners ſhifted as faſt as poſſible into his own ſhip; and, putting a Lieutenant and thirty men into his prize, ſent her in purſuit of the other ſail, which, after a long chace, ſhe overtook, and brought to Captain Holmes; ſhe proved to be a veſſel from Limerick, bound to Oporto, which the privateer had taken.

Captain Holmes, on the 11th of January 1743, received information from the maſter of a Dutch ſhip, (who had been ill-treated by a privateer at Vigo, three days before), that there were five privateers in that harbour, two cleaning on the ſtrand, and the other three lying near them by the quay: that in the town, cloſe to the church, they had mounted ſix ſix-pounders; on the quay, and near to the privateers, three twenty-four pounders; on a new battery, and on a plain to the ſouthward of it, ſix or eight guns, from three to four pounders. Upon this intelligence, Captain Holmes ſailed for Vigo, and on the 15th, came off that town. When his ſhip was about half a mile from it, the Spaniards began to fire from their battery on the quay: one ſhot diſmounted one of the Saphire's lower-deck guns, killed one man, and wounded ſix or ſeven; another ſhot went through the foremaſt, about ſeven feet above the forecaſtle; and a third ſhot took her between wind and water. Captain Holmes diſregarding the enemy's fire, ran cloſe in, and came to an anchor. Having brought his broadſide to bear on the batteries and privateers, he, about noon,

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began a well-directed cannonade on them. Between two and three o'clock, the two privateers which were afloat, ſunk; and having rendered the other three unſerviceable, for ſome conſiderable time at leaſt, he weighed anchor, and put to ſea.

His Majeſty's ſhips, the Monmouth and Medway, commanded by Captains Wyndham and Cockburn, being on a cruize off the Canary iſlands, ſtood into the road of Santa Cruz, in the iſland of Gomera, on the 20th of May. They were fired at from three forts; on which they ran in within a quarter of a mile of the ſhore, and came to an anchor. Bringing their broadſides to bear on the forts, in a few hours they entirely demoliſhed them, and did a great deal of damage to the town. They then returned to their cruize; during which they took a Spaniſh ſhip, having a commiſſion from the King of Spain, of three hundred tons, mounting fourteen guns, with one hundred and ten men, twenty-five of whom were ſoldiers. She was bound from Cadiz to La Vera Cruz, and her cargo conſiſted of eight hundred bales of dry goods, ſixty-ſix tons of quickſilver, fifty tons of iron, ſome wax, ſaffron, oil, and wine; the whole valued at 100,000 l. excluſive of the quickſilver. A privateer, called the St Michael, of Bilboa, of eighteen guns, and one hundred and twenty-ſix men, they likewiſe captured: together with two ſchooners and a ſloop.

The Hampſhire, Captain Limeburner, took the Pearl privateer, of Bilboa, of fourteen guns, eight ſwivels, and one hundred and twenty-five men.

The Squirrel, Captain Geary, took a French ſhip, called the Pierre Joſeph, hired by the Spaniards, and bound from La Vera Cruz and the Havannah, to Cadiz. Her cargo conſiſted of ſixty-five cheſts of ſilver, five bales of cochineal, thirty-ſeven bales of indigo, one caſe of vanel, ſixty caſes of ſugar, and three thouſand five hundred hides: likewiſe a ſloop, called the Miſtake, which he manned, and by whoſe aſſiſtance he forced aſhore, on the iſland of Madeira, the St Elmo privateer, and there burnt her: he likewiſe took a privateer of fourteen guns and fourteen ſwivels, and one hundred and fifty men.

The Portmahon, the Honourable Captain Aylmer, took, after a running fight of five hours, the St Thereſa de Jeſus, a privateer of St Sebaſtian, of ſixteen guns and one hundred and forty-ſeven men; ten of whom were killed, and fourteen wounded. The Portmahon had but one man wounded.

The Deptford, Captain Moſtyn, took a rich ſhip from the Caraccas.

The Fox, Captain Erſkine, took a Spaniſh privateer of force; together with two Britiſh prizes which ſhe had juſt before captured..

During the courſe of this year, the Spaniards took one hundred and thirty-ſix Britiſh prizes in the European ſeas, and one hundred and twenty-ſix in America; altogether valued at 567,000 l. The Britiſh captured from the Spaniards, fifty-one veſſels in Europe, and ninety-five in America; valued at 438,000 l. This ſum, added to the Acapulco ſhip, taken by Commodore Anſon, valued at 313,000 l. makes 751,000 l.: ſo that the balance in favour of Britain was 184,000 l.

1744.

The Parliament met for the diſpatch of buſineſs on the 1ſt of December 1743. The King's ſpeech was much to the ſame purport, as that which he had made at the opening of the laſt ſeſſion; ſo that the public conjectured a change of meaſures was not to be expected. During the courſe of the ſeſſion, forty thouſand ſeamen, and eleven thouſand five hundred marines, were voted for the ſervice of the current year: likewiſe 194,834 l. 10 s. 9 d. for the ordinary of the navy; together with large ſubſidies to the Queen of Hungary and the King of Sardinia: So that the grants for this year, as ſpecified by the votes of the Houſe of Commons, amounted to 6,500,000 l.; but to this ſum muſt be added, 3,500,000 l., paid to the Sinking Fund, in perpetual taxes, which increaſes the money levied this year, to the enormous ſum of 10,000,000 l. The party in oppoſition to Adminiſtration, had been at uncommon pains to inflame the nation at large, againſt the Miniſtry: the meaſures which they had purſued, they painted in the moſt odious colours, and repreſented all their actions in the moſt unfavourable and exaggerated point of view. The animoſity of party was carried to the greateſt height; and never was a ſeſſion of Parliament known, in which the debates were more violent; ſuch aſperity of language made uſe of; or ſuch meaſures propoſed by the Antiminiſterial party: ſo that, if they were not diſſaffected to Government, the world, at leaſt, had every reaſon to think them ſo.

His Majeſty, (to whoſe preſence the victory obtained at Dettingen was in a great meaſure owing), was loudly blamed for his evident partiality to his Electoral troops: and to give this malicious rumour all the appearance of a well-founded fact, it was moved in the Houſe of Lords, by one of the beſt ſpeakers of the party, to addreſs his Majeſty to diſcontinue the Hanoverian troops in Britiſh pay. On this motion being rejected, a proteſt was entered, in which the behaviour of theſe troops was moſt ſeverely animadverted on. In ſhort, ſuch was the heat of faction, and the earneſt deſire of each party to obtain the aſcendency, that the French began to think it tended to a revolution; and they reſolved to avail themſelves of it. Every thing concurred to favour the ambitious deſigns of that Court. The haughty behaviour of the Queen of Hungary, in refuſing to come to reaſonable terms of accommodation with the Emperor Charles VII. whom ſhe had reſolved to ſtrip of the greateſt part of his dominions, in order to indemnify herſelf for the loſs of Sileſia, rouſed the indignation of ſeveral powers, which was encouraged by France; and produced a ſecret negociation, at Frankfort on the Mayne, between the Emperor, who held his court there, the Elector Palatine, the King of Sweden as Landgrave of Heſſe Caſſel, and the King of Pruſſia as Elector of Brandenburg; who now perceived, that unleſs the inſolent pride of the Houſe of Auſtria was lowered, his late conqueſts would be torn from him, the moment Maria Thereſa was at liberty to employ her whole forces againſt him.

This meaſure renewed the flame of war in Europe, and peace was entirely out of the queſtion. All this was eaſily foreſeen by the Court of Verſailles; who, while the treaty was going on at Frankfort, were buſily employed in adjuſting a family compact with Spain, and in forming a ſtrong alliance with that power, offenſive and defenſive, and which was to be perpetual. They guaranteed each other's poſſeſſions and claims; and agreed, that no peace ſhould be concluded, till Gibraltar was reſtored to Spain. This famous treaty was ſigned at Fontainbleau; and in conſequence of it, France made every preparation for war. A ſtrong reinforcement of troops, under the command of the Prince de Conti, was ſent to the aid of Don Philip, in Savoy; and the French ſquadron at Toulon, under M. de Court, was ordered to act in concert with the Spaniſh ſquadron in that port, under Don Navarro, in hopes of defeating the Britiſh fleet under Admiral Matthews; and, by that means, to obtain not only the command of the Mediterranean ſea, but to be enabled to detach a great part of their force, to join the ſquadrons getting ready at Breſt and Rochfort. Thus, they thought to ſecure a ſuperiority of naval ſtrength in the Britiſh Channel.

The great object of the French armament was, to oblige the Court of London to recal her troops from the Continent, to the protection of the Britiſh dominions, inſtead of affording ſupport to the Queen of Hungary. It had alſo a leſſer one, which was, the re-eſtabliſhment of the exiled family of Stuart on the Britiſh throne; to which laſt ſcheme, they were chiefly excited by the violence of party-rage in England. The diſcontents of the people were indeed very great; and the Adminiſtration greatly diſliked. Much miſrepreſentation had been uſed, firſt to raiſe this flame, and then to keep it alive; for the nation at large had no idea of a revolution. A correſpondence was carried on with the Scots and Engliſh Jacobites; they themſelves were ready for a revolt; and they pourtrayed the ſentiments of the people, rather agreeable to their wiſhes, than what they really were; and very active were they to gain as many proſelytes as they could.

Cardinal Tencin, who, on the death of Cardinal Fleury, aſſumed the lead in the French councils, was now regarded as Prime Miniſter. He was not a man of great abilities, but of a bold and enterpriſing ſpirit: he owed his elevation to the purple, to the recommendations of the Chevalier de St. George. It is not, therefore, to be wondered at, that he had the intereſt of the family of Stuart at heart. He conſidered this as a moſt fortunate juncture to recover the Britiſh throne for his patron; at the ſame time that he ſhould be effectually ſerving his Maſter, whom he had brought over to his meaſures, even if his ſcheme ſhould fail of all its deſired ſucceſs, by embarraſſing the affairs of Great Britain, and obliging her to withdraw a great part, if not the whole, of her army from the aid of her allies in Germany. He imagined that the French might give the law there. The hopes of that nation, too, were greatly heightened by the diſtractions which prevailed in Britain: who, having few regular troops to defend her coaſts, and the principal part of her navy being employed either in the Mediterranean or in the Weſt Indies, their enterprize might, they thought, be accompliſhed with the greater facility. Their plan was, to invade England from Dunkirk with a powerful army, which was to be eſcorted acroſs the Channel by a ſtrong ſquadron from Breſt and Rochfort, ſuperior to any thing that Great Britain was ſuppoſed to be able to ſend to ſea, at this time, to oppoſe it. As ſoon as the invading army had made good its landing, then the preconcerted inſurrections in England and Scotland were immediately to take place.

The whole of this grand ſcheme was laid before the Pretender, who thought, from the plauſibility of it, that ſucceſs was certain; and accordingly gave it his hearty concurrence. He was of too great an age to join in the enterprize in perſon; but he delegated all his authority to his eldeſt ſon, Charles Edward, who immediately left Rome, and repaired to Paris, where, after a ſhort ſtay, he joined the army cantoned in the neighbourhood of Dunkirk. This army was ſuppoſed to amount to upwards of twenty thouſand men, together with a large train of artillery; the whole commanded by Count Saxe, under whom ſerved many of the principal of the attainted Scots and Iriſh: among the latter, the unfortunate Count Lally, appeared as an active partizan. The command of the French ſquadron deſtined for this ſervice, was given to M. de Roquefeuille, an officer of abilities and experience. It was to conſiſt of twenty-four ſail of the line, (See Note 28.) and ſeveral frigates.

The Britiſh Miniſtry, fully apprized of the deſigns of the Court of Verſailles, took every meaſure to render their plans abortive. The antiminiſterialiſts began now to perceive that the length they had carried their party rage, had been the means of expoſing their country to the greateſt dangers*. The mouth

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* This cannot be better evinced, than by a letter which the Pretender wrote about this time, to the Duke of Argyle, who had oppoſed the Miniſtry, and ſpoken with the greateſt violence againſt them in Parliament. The Pretender thanked him (in this letter) for his ſervices, and deſired he would dictate his own terms. The Duke ſent the letter to the Privy Council.

mouth of faction for a while became ſilent; ſome of the principal men who had acted with that party, now joined the Miniſtry; and the attention and endeavours of the whole nation were exerted to repel the threatened attack.

The command of the Britiſh fleet was given to Sir John Norris; and it could not have been placed in better hands. He had under him Rear-Admirals Sir Charles Hardy and Martin; and hoiſted his flag at Spithead, on the 6th of February. His fleet, at that time, was nearly of equal force with that of the French; and, by the vigilance of ſixteen tenders, which had been employed in the collecting of volunteers, and in the impreſſing of ſeamen at the different ports, was very well manned. With this force, the gallant Norris wiſhed to go out and meet the enemy, making little doubt of beating them. But the Miniſtry judging, if Sir John Norris ſhould meet with a check, or the enemy's fleet ſhould paſs by him in the night, or in thick weather, ſo as to reach Dunkirk, they might eſcort the French army (ſome of whom were already embarked) acroſs the Channel unmoleſted; the Admiral was therefore ordered to repair with his whole ſquadron to the Downs, where he was joined by large reinforcements from the Thames and Medway; ſo that his force became conſiderably ſtronger than the enemy. (See Note 29.) The ordering of the fleet to the Downs, was a moſt judicious meaſure, as it neceſſarily drew the enemy very far up the Channel, at a ſeaſon of the year when ſuch narrow and dangerous ſeas are to be avoided, eſpecially by thoſe unacquainted with ſuch an intricate navigation, and attended with a numerous fleet of large ſhips of war. A conſiderable body of Britiſh forces having arrived from the Continent, were ſtationed on our coaſts oppoſite to thoſe of France; ſo that if their army had by any means eſcaped the vigilance of our fleet, the Britiſh ſhores would not have been found in ſo defenceleſs a ſtate as had been repreſented by the diſaffected.

The French fleet left Breſt the latter end of January, and was ſoon after joined by a detachment from Rochfort. On the 3d of February, they were ſeen off the Ediſtone, ſtanding up the Channel. On this, every officer was ordered to his reſpective poſt. The forts at the mouths of the rivers Thames and Medway had their garriſons augmented, and proper artillery placed on their ramparts; and the Kentiſh militia had orders to aſſemble on the ſhorteſt notice.

On the 15th of February, his Majeſty ſent a meſſage to both Houſes of Parliament, informing them, "That he "had received undoubted intelligence of the arrival of the "Pretender's ſon in France; of the preparations at Dun- "kirk for the invaſion of his dominions; and of the ap- "pearance of a French fleet in the Engliſh Channel." Both Houſes joined in an addreſs to his Majeſty, declaring their indignation and abhorrence of the deſign formed in favour of a Popiſh Pretender; at ſame time aſſuring his Majeſty, that they would ſtand by him with their lives and fortunes, and enable him to take ſuch meaſures as would fruſtrate and defeat ſo deſperate and inſolent an attempt. The whole kingdom ſeemed to unite in ſupport of the Proteſtant ſucceſſion. The moſt loyal and affectionate addreſſes poured in from all quarters; from the city of London, and from all great cities, towns and bodies corporate in the kingdom; the clergy, the diſſenting miniſters, and the quakers. A requiſition was made of the ſix thouſand auxiliaries, which the States General were, by treaty, obliged to furniſh on ſuch emergencies; and the alacrity with which they were ſent, was a ſufficient proof that their High Mightineſſes were hearty in our cauſe. The Dukes of Marlborough and Argyle, the old Earl of Stair, and many other noblemen, made a tender of their ſervices, which was accepted of; and the Parliament, in another addreſs to the King, exhorted his Majeſty to augment his forces by ſea and land. A ſubſcription for 1,200,000 l. by three per cent. annuities, and 600,000 l. by a lottery, for the current year's ſervice, was full in one day. Nothing could poſſibly afford a ſtronger or more ſubſtantial proof of the readineſs of the merchants of London to ſupport their King and country againſt the intended invaſion in favour of a Popiſh Pretender. The Habeas Corpus act was ſuſpended for ſix months; and ſeveral perſons of diſtinction were taken into cuſtody for treaſonable practices. A proclamation was iſſued for putting in execution the laws againſt all Papiſts and Nonjurors, who were commanded to retire ten miles from London. In a word, every ſtep was taken that could preſerve the internal tranquillity of the kingdom, and defeat the enemy's deſigns upon it.

The French, as the wind continued fair, were in hourly expectation of the arrival of their fleet: they were extremely buſy in their preparations at Dunkirk, and the adjacent towns; an embargo was laid on all their ſhipping, and the packet-boat detained with the mails for ſome days. Encouraged by the preſence of the young Pretender, they embarked ſeven thouſand of their beſt troops, together with an immenſe quantity of cannon and military ſtores, as alſo many thouſand ſets of ſpare arms, for the uſe of the inſurgents in England and Scotland.

Meanwhile, M. de Roquefeuille was proceeding up the Channel. Having ſent in a frigate to reconnoitre St Helen's and Spithead, who reported, that no ſhips of war were at either place, the French Admiral concluded that Sir John Norris had retired into Portſmouth harbour, he not having been able to collect a force ſufficient to come out and give him battle. In full ſecurity, therefore, he continued his courſe, and detached M. de Barreil with five ſhips to Dunkirk, in order to haſten the embarkation of the troops there. He came to an anchor near Dungeneſs, on the 24th of February.

Intelligence having been brought to Sir John Norris in the Downs, by ſome of his frigates, which he had ſent to reconnoitre the enemy, of the ſtrength and ſituation of the French fleet, he inſtantly made the ſignal to weigh anchor; and although the wind was contrary, he made towards them. The Britiſh fleet was perceived tiding it round the South Foreland, by one of the enemy's frigates, which M. de Roquefeuille had ſent a-head of his fleet. This intelligence was immediately made known to the French Admiral by ſignal, who, at firſt would ſcarcely give credit to it, ſuppoſing it to be a fleet of merchant ſhips from the Downs. But when the number of ſhips of war was announced to him, he concluded it to be Sir John Norris and the Britiſh fleet. He now perceived the perilous ſituation he was in.

Fortunately for the French, Sir John was neceſſitated to come to an anchor with his fleet, in order to ſtem the tide, which now ſet in againſt him, when he was within two leagues of the enemy. The French Admiral availed himſelf of this circumſtance, to ſave the fleet under his command from utter deſtruction. He called a council of war; and they very ſpeedily came to the reſolution, to order all their anchors to be heaved a-peak, and, the inſtant the tide made in their favour, to weigh, and double the bay to the weſtward, each ſhip to make the beſt of her way to Breſt with the utmoſt ſpeed. So ſenſible were they of the ruin which ſtared them in the face, that few of them loſt any time in weighing their anchors, but either cut or ſlipped them. A ſtrong gale from the north-weſt ſprung up, which preſently increaſed to a ſtorm, and drove their ſhips at a great rate. A fog coming on next day, their fleet was ſeparated; and, after being in the greateſt danger, they reached Breſt in a moſt crippled condition. The Britiſh fleet alſo felt the effects of this ſtorm; ſeveral of the ſhips received conſiderable damage. And Sir John Norris, knowing it would be impoſſible to overtake the enemy, was obliged to return to the Downs, from whence he ſent Sir Charles Hardy with the three-decked ſhips to Spithead, where they could lie more ſecurely.

The enemy ſuſtained a great loſs at Dunkirk. The tranſports with the troops and ſtores on board, were at anchor in the road; ſome of them foundered, others were driven aſhore and wrecked, by which a great number of lives were loſt. Certain news of the flight of their fleet arriving ſoon after, their army remained in cantonments; and the young Adventurer, after having a diſtant view of that kingdom which his grandfather had fooliſhly thrown away, returned to Paris, in order to wait a better opportunity of regaining the throne of his anceſtors.

This ſtorm, on ſeveral accounts, may be conſidered as a moſt fortunate event for Great Britain, and ought to teach us, that while we maintain a ſuperiority at ſea, we have little to dread from foreign invaſions. Until that was obtained, Count Saxe would not hazard the enterprize. Had ſo conſummate a General, with ſo large a regular force, made good their landing, the worſt of conſequences might have been dreaded to the kingdom.

The formidable deſigns of the French being thus rendered abortive, proved, at this time, of the greateſt advantage to the Proteſtant ſucceſſion; as the dangers, to which the violent diſſenſions of party had expoſed us, and on which our enemies had chiefly relied for ſucceſs, were the happy means of firmly uniting the true friends of Britain in the zealous ſupport of our glorious conſtitution.

When ſuch hoſtile intentions had been avowed on the part of France, a formal declaration of war is not to be wondered at. Accordingly, ſhortly after, M. Amelot acquainted Mr Thompſon, the Britiſh reſident at Paris, "That things were now come to "ſuch a paſs between the two Courts, that a declaration of war "muſt ſoon enſue;" to which Mr Thomſon replied, "That "the Britiſh nation was thoroughly prepared to take proper "meaſures." Of this important ſtep, the merchants had immediate notice. On the 20th of March, the French monarch publiſhed his formal declaration of war againſt Great Britain; and, on the 31ſt of the ſame month, Great Britain returned him the like compliment. (See Note 30.)

All fears of an invaſion being over for the preſent, the Dutch auxiliaries were ſent home; and ſuch of the national troops as had been drawn from the army on the Continent, were returned: not that the enemy had entirely relinquiſhed their intentions of invading the Britiſh dominions, the firſt favourable opportunity, and of placing the Pretender on the throne: their threats were now, however, regarded with contempt; and the Miniſtry prepared to carry on the war with vigour.

On the 3d of April, his Majeſty publiſhed a declaration for the encouragement of the officers and crews of his ſhips of war, privateers, and letters of marque; by which the property of all prizes, taken by the firſt, was declared to belong ſolely to the captors; and the ſhare of prize-money belonging to the two laſt mentioned, was to be regulated by the agreements made with the owners of ſuch ſhips.

On the 14th of June, Commodore Anſon in the Centurion, arrived at St Helen's from his voyage to the South Sea, having had a moſt miraculous eſcape from being taken; as at this time a French ſquadron was cruizing in the ſoundings, through which the Commodore had ſteered in a fog. The money and plate brought home in the Centurion, was valued at 1,250,000 l.; it conſiſted of two hundred and ninety-five cheſts of ſilver, eighteen cheſts of gold, and twenty barrels of gold-duſt. This valuable treaſure was brought to London in thirty-two waggons, eſcorted by the crew; who (July 4th) went with it in grand proceſſion quite through the city to the Tower, where it was depoſited; the waggons being ornamented with the Britiſh colours, having under them the Spaniſh flags, and other trophies, brought from the South Sea. The reader will find an epitome of this remarkable voyage, at the concluſion of this year's tranſactions.

On the 23d of June, his Majeſty ordered a grand naval promotion to take place, by which Nicholas Haddock, Eſq; and Sir Chaloner Ogle, knight, were promoted to the rank of Admirals of the Blue; James Steuart, Eſq; and Sir Charles Hardy, knight, Vice-Admirals of the Red; Thomas Davers, Eſq; and the Honourable George Clinton, Vice-Admirals of the White; William Rowley and William Martin, Eſqrs. Vice-Admirals of the Blue; Iſaac Townſend, Eſq; to be Rear-Admiral of the Red; Henry Medley, Eſq; Rear-Admiral of the White; and George Anſon, Eſq; Rear-Admiral of the Blue.

His Majeſty was graciouſly pleaſed to write a letter of thanks to the States General, for their ready compliance with the terms of the treaty, in ſending the ſix thouſand land forces, as already ſtated; and acquainting them, as France had now declared war againſt him, on the moſt frivolous pretexts, he was under the neceſſity of requeſting from their High Mightineſſes the aid of a naval force, as ſtipulated by treaty. The anſwer to this letter was highly flattering to the King.

They aſſured his Majeſty of their inviolable friendſhip: that they had already given orders for equipping twenty ſhips of war, which, as ſoon as ready, ſhould be ſent to England, to obey his Majeſty's orders. They ſhortly after arrived in the Downs, (See Note 31.) under the command of Admiral Bacchereſt, and joined the grand fleet at Spithead, under Sir John Balchen. Sir Charles Hardy was ſent with a ſquadron to eſcort the trade to Liſbon, and ſtore-ſhips to Gibraltar. Vice-Admiral Martin commanded a fleet in the Channel; and Sir John Balchen, with a ſtrong ſquadron, was ſent to cruize off Cape Finiſterre. But of their proceedings in its proper place.

A ſmall ſquadron, at the requeſt of the Directors of the Eaſt India Company, was ſent to the Eaſt Indies, the command of which was given to Commodore Curtis Barnet, (See Note 32.); the Directors being apprehenſive, that the Company's ſettlements in that quarter might be in great danger, ſhould the French have a ſuperiority of naval force there. The Commodore ſailed from Spithead the 5th of May; and, on the 26th, anchored with his ſquadron in Porto Praya bay, in the iſland of St Jago, one of the Cape de Verd iſlands, (See laſt mentioned note.) They found at anchor here a Spaniſh privateer, called the Amiable Maria, of fourteen guns, twelve ſwivels, and ſeventy-nine men, together with the Molly pink of Glaſgow. The Commodore was made acquainted, that this privateer had taken the Pink, and a brig belonging to New York, and burnt two Britiſh veſſels; all of which the enemy had found at anchor at the Iſle of May. The Commodore let the Governor know, that from the privateer's having violated the neutrality of the port, it juſtified him in making a prize of her, and of retaking the veſſels ſhe had captured. This he immediately did; ſending the pink to the Iſland of May, to bring the maſters and crews of the veſſels taken and burned by the privateer, and who had been left there. A little after, the brig appearing in the offing, the Commodore ſent his tender to retake her. Not a creature was found on board, the Spaniards having eſcaped in their boats to the town of St Jago, where they reported, that after the brig had drove out of the bay, the ſeven Engliſhmen who were left in her, had endeavoured to make themſelves maſters of the veſſel; that a bloody battle enſued, in which five of the Engliſhmen were killed; on which the two ſurviving ones jumped overboard, and were drowned. Some of the Spaniards were alſo killed in the conflict, and all of them dangerouſly wounded. On ſeeing the tender, they took to their boats, and effected their eſcape. The Commodore put the proper maſters in poſſeſſion of the pink and brig, with all the proviſions, ſtores and effects they had any claim to, as far as he was able to recover them. This little affair is mentioned, chiefly with a view to point out the reſpect which the Britiſh officers pay to the law of nations, in taking the greateſt care to avoid being the firſt aggreſſors in a neutral port; though, in the courſe of theſe Memoirs, we ſhall have occaſion to remark, that this is not the firſt time that the enemies of Great Britain have violated the neutrality of Port Praya.

Vice-Admiral Davers was ſent out with reinforcements to the iſland of Jamaica, where he was ordered to relieve Sir Chaloner Ogle; and Vice-Admiral Medley was appointed to command the fleet in the Mediterranean, in the room of Admiral Matthews, recalled.

In our narrative of the affairs of this year, we have already obſerved, that at no time had there been more violent political conteſts in the Britiſh Senate; of which the fatal conſequences that had been ſo nearly produced were an evident proof. When the immediate public danger, however, ſubſided, the violence of party-rage broke out again, which brought about a change of the Miniſtry. It was now perceived that Earl Granville, better known by the name of Lord Carteret, began to loſe ground. The Duke of Newcaſtle, therefore, and his brother Mr Pelham, who had great Parliamentary intereſt, finding they could almoſt name their own terms, and obtain the chief direction of public affairs, forſook the Miniſter, and joined in a political alliance with the principal men in the oppoſition. Earl Granville, after ſo powerful a party had deſerted him, was not able to maintain his ground: he therefore, in the month of November, reſigned the Seals. An Adminiſtration was ſoon after formed, which they themſelves denominated the Broad Bottom, as it was compoſed of perſons of very great abilities, ſelected from all parties, and of the moſt conſtitutional principles. How well it anſwered this deſcription, let facts alone determine. Mr Pelham was appointed Firſt Lord of the Treaſury, and Chancellor and Under Treaſurer of the Exchequer: The Earl of Harrington ſucceeded Earl Granville as one of the Principal Secretaries of State: The Earl of Cheſterfield was declared Lord Lieutenant of Ireland, and ſent as ambaſſador to the States General: Lord Gower was once more made Lord Privy Seal. And a new Board of Admiralty was conſtituted, conſiſting of John, Duke of Bedford; John, Earl of Sandwich; Lord Archibald Hamilton; Lord Vere Beauclerk; Charles, Lord Baltimore; George Anſon, and George Grenville, Eſquires.

We will now follow the plan originally laid down, and proceed to give a diſtinct account of the naval and military operations in the different quarters of the globe, beginning with thoſe moſt diſtant from Great Britain. And, in order to make this detail as clear as poſſible, the narrative ſhall not be interrupted when we come to ſpeak of the naval proceedings in the Mediterranean, in which Parliament found it neceſſary to interpoſe its authority; but we will, when treating that ſubject, give only a ſuccinct account of the reſolutions the Houſe of Commons came to, and the orders they thought proper to iſſue on that occaſion.

NORTH AMERICA.—*Newfoundland Station.*

Captain Young, of his Majeſty's ſhip the Kinſale, belonging to the ſquadron on this ſtation commanded by Commodore Charles Hardy, having received intelligence, while on a cruize, that the French had five ſhips of force, laden with fiſh, in the harbour of Fiſhotte, reſolved to go in queſt of them. The draught of water would not admit of the Kinſale getting near them. He therefore manned a prize he had taken, with eighty men from his own ſhip, and eighty ſettlers, mounting her with twenty guns, and gave the command of her to one of his Lieutenants. On communicating his intelligence to three captains of North American privateers, each of whoſe ſhips carried ten guns, and one hundred men, they agreed to join in the enterprize. The prize led the van in going into the harbour, and grounded thrice at the entrance of it; but the third time, ſwinging athwart the bow of the Moderate, one of the enemy's ſhips, the prize's men entered her ſword in hand, and carried her. They inſtantly turned her guns on the other French ſhips, all of them within piſtol-ſhot; and, with the prize, engaged them five hours and a half, when they all ſtruck. The privateers did not enter the harbour till the action was over. Of the Britiſh, ten men were killed, and thirty wounded. The enemy's loſs was very great; but the numbers could not be aſcertained.

Names of the Prizes.	*Men.*		*Guns.*
St Dennis, - -	53	—	14
Jaſon, - -	80	—	14
Marquis de Sé, - -	86	—	14
Duc de Penthievre, - -	48	—	12
Moderate, - -	75	—	12
	342	—	66

They had on board eighteen thouſand quintals of fiſh, and eighty tons of oil.

The Britiſh Miniſtry had by no means paid the attention that was due to the infant colony of Nova Scotia, and to the very great tract of country which had been ceded to Great Britain by the treaty of Utrecht. The French government purſued a very different conduct while they poſſeſſed a part of this province; for, by the encouragements they had afforded, it was in a very flouriſhing ſtate; and, when yielded to us, had near four thouſand ſettlers capable of bearing arms. Inſtead of endeavouring to conciliate the affections of theſe ſettlers, and of reconciling them to a new form of government, they were in a great meaſure neglected: they ſtill retained their language and religion; and their prieſts, being wholly in the intereſt of France, kept alive their affection for their parent ſtate, and taught them to believe that their allegiance was ſtill due to the French King. This kept them ever ready to join in any enterprize againſt the Britiſh ſettlers, whom they conſidered as intruders. At the period we are now treating of, their numbers had more than doubled; and the French, knowing they could rely on their aſſiſtance, formed a ſcheme to diſpoſſeſs us of all that vaſt peninſula which forms ſo conſiderable a part of the government of Nova Scotia.

M. de Quenel, the then Governor of Cape Breton, as ſoon as he was informed of hoſtilities being commenced between the two nations, fitted out a ſmall armament from Louiſburg, conſiſting of two armed ſloops of eight guns, ſome ſwivels, and ninety-four men each, together with ſome ſmall veſſels, having ſeventy ſoldiers on board; the whole commanded by Captain Duvivier. The native Indians promiſed their aſſiſtance. The firſt object of this armament was Canſo, where the French arrived the 11th of May. They were joined by two hundred Indians; and many of the inhabitants took up arms. In this poor place was a company of the 40th regiment, under the command of Captain Heron; who, the fort not being in a ſtate to make any reſiſtance, entered into terms of capitulation on the firſt ſummons, and ſurrendered the place. The conditions were, that he and his garriſon ſhould remain one year priſoners of war, and then be ſent either to Annapolis, or England.

As ſoon as the French obtained poſſeſſion, they demoliſhed all the fortifications, and ſet the buildings on fire. This being done, and M. Duvivier being reinforced with another body of five hundred Indians, he proceeded with them and his other forces to Annapolis Royal. This truly important place was, at the breaking out of the war, in a very neglected condition, having only a garriſon of two hundred men capable of bearing arms, under the command of Lieutenant-Colonel Maſcareen; who, fearing that the French, from their knowledge of the weakneſs of the garriſon, would attack the place, made early application to the General Aſſembly at Boſton in New England, for aſſiſtance from that colony.

Governor Shirley, and the Aſſembly, well knowing the conſequence of Nova Scotia to Great Britain, and how detrimental our keeping poſſeſſion of it might be made to France, reſolved to do all in their power to prevent the French from conquering it. Leave was therefore granted to ſome gentlemen in New England, to raiſe four companies of volunteers; which they did at their own expence, and they luckily arrived at Annapolis, whilſt the French were demoliſhing the fort at Canſo. M. Duvivier landed his forces near Annapolis, the 2d of June, and, after keeping the place in continual alarm for ſeveral weeks, he came before it, and ſent in a ſummons to ſurrender. The anſwer he received, convinced him he was not to carry matters ſo eaſy as he had done at Canſo. He prepared ladders for an eſcalade, and offered four hundred livres to each man who would mount the walls; but finding no volunteers for this ſervice, he was obliged to deſiſt, and return to Louiſburg.

This expedition alarmed all the Britiſh colonies, particularly the northern ones, and firſt ſuggeſted the idea of the conqueſt of Louiſburg to Robert Auchmuty, Eſq; a native of Scotland, and Judge-Advocate of the Court of Admiralty of New England; who drew up a clear and diſtinct memorial, ſetting forth the great advantage which would accrue from it to the New England provinces; laying down, at the ſame time, the proper means for raiſing the troops, and for conducting the enterprize. Though he ſtrongly recommended to the Governor and Aſſembly of Maſſachuſets Bay the putting this ſcheme in execution; yet if he had not been ſeconded by William Vaughan, Eſq; a gentleman of a clear underſtanding, great ſpirit, and independent fortune, it muſt have fallen to the ground. The great expence, the difficulties in raiſing the troops, and conducting the enterprize, and the ſmall probability of ſucceſs, worked ſtrongly on the minds of many. Mr Vaughan combated all theſe, and brought matters to a bearing, although the approbation of Mr Auchmuty's plan was carried in the Aſſembly only by one vote. Governor Shirley was a warm friend to the ſcheme; and when he tranſmitted the reſolves of the Aſſembly to the Britiſh Miniſtry, he ſtrongly recommended to them to adopt it. As Commodore Warren could arrive much ſooner from the Weſt Indies, than could an officer with a fleet from England, he ſolicited that orders might be ſent to the Commodore, to repair to Canſo, to conduct the naval part of the expedition, and to bring as many ſhips with him as could be conveniently ſpared, for the enterprize againſt Louiſburg; and this as ſoon as the ſeaſon would admit. This was agreed to, and orders ſent accordingly.

Meanwhile, the Aſſembly at Boſton voted 27,000 l. Sterling to be raiſed, by way of lottery, for this ſervice; the firſt of the kind ever authoriſed, by legal authority, in America. But what muſt aſtoniſh every perſon, is the profound ſecrecy with which an affair of ſuch magnitude was conducted, ſo as that all knowledge of it was kept from the enemy. The troops were levied, and every preparation made for the expedition by ſea and land, and the whole ready to enter on the ſcene of action, ere the reſt of the world were ſo much as acquainted with the deſign. This, as indeed every other part of this glorious enterprize, does the conductors of it the greateſt honour. The inhabitants of the different provinces of New England, *viz.* Maſſachuſets Bay, Connecticut, Rhode Iſland, and New Hampſhire, raiſed, in a very ſhort ſpace of time, three thouſand eight hundred and fifty volunteers. The command of this little army, was, by unanimous conſent, conferred upon William Peperell, Eſq; of Piſcataway; a gentleman whoſe integrity and courage rendered him worthy of ſuch an honour. The troops aſſembled at Boſton, and were embarked, with all the neceſſary ſtores, on board of eighty tranſports. They had for their convoy eight privateers of twenty guns, and one hundred men each, and ten veſſels of inferior force. The fleet left Boſton the 20th of March 1745, and arrived at Canſo, April 2d. There, for the preſent, we ſhall leave them, till we come to treat of military and naval matters in the year 1745.

On this ſtation, his Majeſty's navy ſuffered the following diminutions. The Loo, of forty guns, commanded by Captain Tutting, was loſt in the Bahama Straits, together with a prize ſhe had taken; but the crews of both were lukily ſaved. The Aſtrea, of twenty guns, commanded by Captain Swanton, lying at anchor in the harbour of Piſcataway, on the 17th of January, took fire in her forehold, and inſtantly the beams under the forecaſtle were in a blaze. The crew exerted themſelves to the utmoſt, to extinguiſh the flames, but in vain; for the water alongſide was no ſooner in the buckets, than it became ice, and adhered ſo firmly to their ſides, that it could not be thrown where neceſſary; ſo that, in a few hours, the ſhip was entirely conſumed.

WEST INDIES.—JAMAICA.

THE ſquadron on this ſtation, under the command of Sir Chaloner Ogle, was not of ſufficient force to undertake any enterprize againſt the enemy's ſettlements, nor even to prevent Admiral de Torres from convoying the galleons from the Havannah to Old Spain. The ſhips employed as cruizers were ſucceſsful in picking up a number of valuable prizes.

The Rippon, commanded by her firſt Lieutenant, George Elliot, (in abſence of her Captain who was ſick), captured the Conde de Chinchan, a Spaniſh ſhip of war, mounting eighteen guns, (but pierced for twenty-four), twelve ſwivels, and one hundred and forty men, bound for La Vera Cruz, having on board twelve hundred cheſts of quickſilver, and a great quantity of rich merchandize. This ſhip was purchaſed and taken into the ſervice, and Mr Elliot obtained the command of her. Sir Chaloner Ogle, ſent the St Albans, Captain Knight, and the Falmouth, Captain Coleby, to demand of the Governor of Porto Bello, the reſtitution of the brig Triton, James Chriſtie maſter, which had been taken by a Spaniſh peragua, from Porto Bello, at Garoti, though the maſter had leave of trade from the Governor of Santa Fé. The Governor returned ed nothing but evaſive anſwers to the demand. After his having trifled ſome days more in the ſame manner, the Captains came to an anchor before the town, on which they fired inceſſantly for ſeveral hours, whereby they beat down the Governor's houſe, and ſeveral others, and greatly damaged the place. In their return to Jamaica, they took the Maria Louiſa, of eight guns, and fifty men; and the Tamerlane, of twenty-two guns, and one hundred and thirty men. Theſe prizes were valued at 46,875 l.

The Royal Navy ſuffered conſiderably on this ſtation, from the violence of the winds, which, indeed, ſeldom fail to prove fatal in the hurricane months. In January, a large fleet of merchant ſhips were proceeding on their voyage to England, eſcorted by ſeveral ſhips of war. They were overtaken by a ſevere gale in the Gulph of Florida, in which his Majeſty's ſhip, the Orford, commanded by Captain Perry Mayne, was unfortunately wrecked; but the crew was ſaved by the ſhips in company.

On the 20th of October, the iſland of Jamaica was viſited by a moſt violent hurricane, which did an incredible deal of damage. The ſtorm began about ſix in the evening, and continued with the greateſt violence, till ſix the next morning; the wind due ſouth the whole of the time. The morning exhibited a dreadful ſpectacle. The new fort on Moſquito Point, was quite demoliſhed; many houſes in Kingſton blown down, and others unroofed. All the wharfs at the town, at Port Royal, and at Paſſage Fort, were deſtroyed, and the goods which were on them ſwept away. Eight of his Majeſty's ſhips were either wrecked or aſhore; and ninety-ſix merchant-ſhips experienced a ſimilar fate: Inſomuch, that out of a fleet conſiſting of one hundred and five ſail, his Majeſty's ſhip, the Rippon, alone rode out the gale. The inhabitants of Port Royal were in dreadful conſternation, leſt the town ſhould be ſwallowed up by the waves, the water being more than two feet deep in the ſtreets, and ſtill increaſing; when, happily, the gale at length abated. Of his Majeſty's ſhips, the Greenwich, Captain Allen, was ſunk; and her Captain, Lieutenant Batterſworth, and ſeventy men, were drowned. The Lark hulk was likewiſe ſunk: in her were twenty white and ninety black men, who were all drowned. The St Albans, the Bonetta ſloop, and Thunder bomb, were entirely wrecked. The Prince of Orange, the Montagu, and the Experiment, were drove aſhore, but luckily got off again, as did moſt of the merchant-ſhips. It was a fortunate circumſtance that Sir Chaloner Ogle, with the greateſt part of the fleet, were out on a cruize, by which he eſcaped the gale.

WEST INDIES.—*Leeward Iſland Station.*

The ſquadron on this ſtation continued to be commanded by Commodore Warren, and was extremely ſucceſsful in annoying the enemy's trade. As a proof of this, the following is a liſt of prizes taken by the cruizers, from the 12th of February, to the 24th of June 1744.

Veſſels Names.	*Guns.*	*Men.*	*Tons.*	
Aſcenſion,	24	124	500	
St Antonio de los Animos,	10	96	90	Spaniſh privateers.
Santiſſima Trinidada,	10	44	110	
L' Aimable,	10	38	150	
Dolphin,	6	23	200	
Marquis d' Antin,	8	29	180	
St Martin,	14	19	150	
St Firmin,	—	16	110	
La Fortune,	6	12	100	
La Garrone,	—	23	120	
L' Aimable Julie,	6	19	150	
Le Bien Aimé,	24	43	600	
Le Neptune,	14	43	380	
La Françoiſe de Cherburg,	8	24	184	
La Princeſſe de Anlope,	8	24	138	
L' Union, brig,	—	14	120	
La Junon, ſloop,	4	18	100	
Le Croyant,	10	39	230	
L' Aimable Thereſa,	4	11	90	
A ſloop,	8	14	100	
Le Patriarche Abraham,	12	45	300	

Veſſels Names.	*Guns.*	*Men.*	*Tons.*	
Brought forward	186	718	4102	
A new ſloop, -	—	—	80	
L' Aimable Catherine,	8	78	70	French privateers.
A ſchooner, -	8	36	80	
Total,	202	832	4332	

The firſt was a Spaniſh ſhip laden with rich merchandize: The reſt of the merchant-ſhips were French, and their cargoes conſiſted of Negroes, elephants teeth, proviſions, wine, oil, brandy, rum, ſugar, coffee, cocoa, ſoap, tobacco, candles, cordage, &c. excluſive of gold and ſilver. By the above captures, proviſions of all ſorts roſe to a prodigious price in the French iſlands. The Britiſh privateers fitted out in this part of the world, met likewiſe with very great ſucceſs.

Mr Hodge, the Lieutenant-Governor of Anguilla, finding the French very troubleſome neighbours, muſtered up about three hundred volunteers, and, with the aſſiſtance of two privateers, he diſpoſſeſſed them of their ſhare of the iſland of St Martin's. About the ſame time, the French inhabitants of the iſland of St Bartholomew, ſeven leagues north of the iſland of St Chriſtopher's, ſubmitted to, and put themſelves under the protection of his Excellency William Matthew, Eſq; the Governor-General of the Leeward Iſlands. (See Note 33.) With the ſquadron ſtationed here, no man could afford better protection to the trade, than Commodore Warren did; but, in conſequence of a plan concerted in New England, for attacking Cape Breton, and approved of by his Majeſty, he was ordered to repair, as early as the ſeaſon would permit, with as many of his ſquadron as could be ſpared, to Canſo, in North America, leaving the command here to Commodore Knowles.

His Majeſty's ſhip, the Weymouth, of ſixty guns, commanded by Captain Calmady, was, through the ignorance of the pilot, loſt on a ſhoal near Antigua; for which he was ſentenced, by a court-martial, to two years impriſonment in the Marſhalſea. The captain and crew were ſaved.

MEDITERRANEAN.

On the 30th of December, Admiral Matthews, who was then at Turin, received intelligence that the Breſt ſquadron was actually ſailed; and that it conſiſted of five ſhips of ſeventy, ſix of ſixty, two of fifty, four of forty, and four of twenty guns; in all eleven ſhips of the line, and ten frigates. Immediately upon this information, the Admiral ſent orders, by an expreſs to Minorca, for all the ſhips of war there to put to ſea with all poſſible expedition; and not to wait for careening. As the ſhips which he had left under the command of Vice-Admiral Leſtock, were kept conſtantly in readineſs to proceed upon ſervice, he expected to be able to prevent the deſigns of the French; not doubting but that they intended to favour the eſcape of the Spaniſh ſquadron ſtill blocked up in the harbour of Toulon. He accordingly ſoon received advice, that M. de Court, the French Admiral, was arrived at that port, and that he propoſed being ready to proceed to ſea, in conjunction with the Spaniſh ſquadron, on the 20th of January. This determined the Admiral to quit the court of Turin immediately, where he had been concerting the neceſſary meaſures with his Sardinian Majeſty, for the ſecurity of the coaſt of Italy. He accordingly repaired to Villa Franca, where he embarked, and ſoon joined the main body of the fleet, under the command of Vice-Admiral Leſtock, in Hieres bay.

On the 3d of January, he found himſelf at the head of no more than twenty ſail of the line; and of theſe, four of them mounted only fifty guns each: but he had the good fortune to be reinforced on the 11th of that month, by the Elizabeth, Berwick, Princeſſa, and Marlborough; and on the 3d of February, by the Somerſet and Warwick from Mahon, and the Dragon from a cruize; on the 10th, by the Boyne and Chicheſter from England; and on the 11th, by the Royal Oak from Mahon.

On Thurſday, February the 9th, the combined fleet appeared under ſail in Toulon road, and were employed in forming a line of battle. Admiral Matthews having previouſly ordered his fleet to unmoor and heave ſhort, made the ſignal to weigh anchor at ten o'clock, with the wind weſterly; and half an hour after, made the ſignal for his fleet to draw into a line of battle a-head. (See Note 34.) He kept plying to windward all the afternoon, between the iſlands and the main land, in the bay of Hieres, expecting the Combined fleet would bear down upon him: but as they did not, Admiral Matthews left cruizers to watch their motions, and anchored that night in the bay of Hieres; his fleet, for want of room, not having been able to form the line as ordered.

As ſoon as they came to an anchor, Vice-Admiral Leſtock went on board the Namur, with a deſign to concert with Admiral Matthews, on the proper meaſures for attacking the Combined fleet to advantage. Admiral Matthews, on this occaſion, did not treat Mr Leſtock with the reſpect due to his rank: For, on the Vice-Admiral's aſking him if he had any particular orders or inſtructions for him? he ſaid No; obſerved it was a cold night, and deſired him to go on board his own ſhip again.

On Friday, February the 10th, at day-break, the Britiſh fleet weighed anchor, with a land-breeze; and at ſeven, the Admiral made the ſignal for the fleet to draw into a line of battle, one ſhip aſtern of another, with a large wind; and for thoſe who were to lead, to do ſo with the ſtarboard tacks abroad by a wind. The Vice and Rear-Admirals repeated the ſignal; but, owing to there being little wind, with a high weſtern ſwell, the fleet was prevented from getting out of the bay, in the diſpoſition of battle according to the ſignal abroad. Indeed, it was with the utmoſt difficulty and danger, that the ſhips were, by the aſſiſtance of all their boats, for many hours, kept clear of each other. Upon diſcovering the enemy, the body of their fleet appeared ſtanding towards the Britiſh fleet, bearing S. W. diſtant about four or five leagues: with them the wind ſeemed weſterly, while, with the Britiſh fleet, it was eaſterly. About one o'clock, the Admiral made the ſignal to draw into a line of battle, one ſhip ahead of another; and, at two o'clock, he hoiſted a blue flag at the mizen top-maſt-head, and fired a gun; which ſignal, by the eighth article of the fighting inſtructions, is, for him who commands in the third poſt, and the ſhips in the larboard quarter, to haul their wind on the larboard tack; but, by the ninth article of the ſailing inſtructions, it is for all the ſhips of the fleet to bring to, with the larboard tacks on board. The Admiral brought to; the junior Admirals repeated the ſignal, and the fleet brought to with the larboard tack on board. The wind at this time was almoſt gone, and the ſwell was driving them nearer and nearer to the iſland of Porquerole. At three, the Admiral made the ſignal for the fleet to draw into a line of battle, one ſhip abreaſt of another, and, with a breeze of wind eaſterly, ſtretched with his diviſion to the ſouth-weſtward; the Vice-Admiral and his diviſion to the weſtward; while the Rear-Admiral and his diviſion, made all the ſail they poſſibly could, in order to extend the fleet, and form the line of battle. In the evening of this day, there was no regularity in the diſpoſition of the fleet: the Rear-Admiral's diviſion had ſtraggled, and was a great way aſtern of the centre; neither was the centre, nor the Vice-Admiral's diviſion, formed in order of battle. The enemy, on the contrary, was in a well-formed line, and not above four or five miles diſtant, to the number of thirty-ſix ſail; twenty-eight of which were of the line; viz. ſixteen French, and twelve Spaniſh; the other eight were frigates and fire-ſhips. M. de Court, the French Admiral, and Commander in Chief, was in the centre, with a white flag at the mizen top maſt-head; M. Gabaret, with a cornet or ſwallow-tail, was in the van; and Don Navarro, the Spaniſh Admiral, with the ſhips of his nation, compoſed the rear diviſion of the Combined fleet. He had a flag at the mizen top-maſt-head of the Real, a ſhip carrying one hundred and fourteen guns.

About half an hour after it was dark, Admiral Matthews made the ſignal to bring to; the windwardmoſt ſhips to bring to firſt, and to lie by with their larboard tacks on board. The fleet accordingly brought to, being very near the enemy, and in ſight of them all night, the wind variable in the eaſtern quarter. The Admiral ordered the Eſſex and Winchelſea to obſerve the enemy all night, and to make ſignals accordingly. Though the Britiſh fleet was ſo near, that the Admiral could number their ſhips even after the moon was down; yet it was found at day-break, on the 11th, that the confederate fleet had made ſail in the night, and thereby increaſed their diſtance from the Britiſh fleet, which, by means of the currents, had been driven between the enemy and Toulon, Cape Sicie bearing N. N. W. diſtant four leagues*.

On perceiving the Britiſh fleet, M. de Court made the ſignal for the line of battle upon a wind, the Spaniards compoſing the rear. At this time the Britiſh fleet was much extended; ſo that, from the headmoſt ſhip of their van, to the ſternmoſt ſhip of their rear, the diſtance was at leaſt three leagues: Neither was the Combined fleet cloſe together, but ſeemed to extend about two leagues. As day dawned, Admiral Matthews perceived, with regret, that the diviſions of his fleet were not in the cloſe order he could have wiſhed. At half paſt ſix o'clock, he made the ſignal to ſail. Vice-Admiral Leſtock, with his diviſion, was at this time full five miles aſtern of him, occaſioned by his having brought to ſo far to windward. The Confederate fleet made ſail, with their topſails ſet, and ſometimes ſetting their foreſails, ſtretching, in good order of battle, to the ſouthward. The Britiſh fleet continued to follow them; but, as the rear diviſion was at ſo great a diſtance from the centre, and the van not ſo cloſe as it ſhould have been, the Admiral, at half paſt ſeven o'clock, made the ſignal for Rear-Admiral Rowley and his diviſion to make more ſail; which ſignal the Vice-Admiral repeated; and ſoon after the like ſignal was made for the Vice-Admiral and his diviſion. At eight o'clock, the Admiral made the ſignal for the fleet to draw into a line of battle, one ſhip abreaſt of another, with a large wind; and, half an hour after, he made the ſignal for the fleet to draw into a line of battle, one ſhip ahead of another. Theſe ſignals were properly repeated by the junior flags.

M. de Court, if his orders had been diſcretionary, would moſt probably have avoided an engagement, on account of the evident ſuperiority of the Britiſh fleet, which cut off every proſpect of ſucceſs. Such were his movements, however, that it was not eaſy to gueſs at his intentions. He ſeemed rather inclined to draw the Britiſh fleet after him, towards the Straits mouth, than to come to a general action. This Admiral Matthews perceived; and he conjectured that it was either with a deſign to get out of his power altogether; or that, being reinforced by the Breſt ſquadron, M. de Court might then endeavour to bring on an engagement with the Britiſh fleet, with every advantage in his favour. Theſe reaſons induced Admiral Matthews to bring on an engagement without loſs of time, but unfortunately before that order for battle was eſtabliſhed in the diſpoſition of his fleet, which, no doubt, would have greatly facilitated all his deſigns, and in the end muſt have led him to victory. Accordingly, about half an hour after eleven o'clock, he made the ſignal for engaging. This ſignal was repeated by Rear-Admiral Rowley, but not by the Vice-Admiral, he being at too great a diſtance to engage. Admiral Matthews ſtill continued the purſuit, but gained little on the enemy. Being abreaſt of the Spaniſh Admiral, he thought, by engaging him, to bring on a general action, expecting that the van of the enemy would neceſſarily come to the aſſiſtance of their rear.

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* Vice-Admiral Leſtock, in his defence, ſays, "At day-break, finding myſelf "at a greater diſtance from the Admiral than at night, when I brought to, oc"caſioned by a ſhift of wind, eddy, or in-draught of the iſlands, while he was in "the offing, in the power of the currents, I made ſail; and by the time the fleet "was ordered to make ſail, I was near abreaſt of him, though our diviſions were "far from being cloſed."

About one o'clock, the Admiral, i the Namur, was abreaſt of the Real; and Rear-Admiral Rowley, in the Barfleur, abreaſt of the Terrible, M. de Court's ſhip, in the centre of the Confederate fleet. The Admiral, finding that he could not bring up his van with the van of the enemy, on account of the ſuperior ſailing of the French ſhips, at half paſt one o'clock bore down within piſtol-ſhot, and began to engage the Spaniſh Admiral with the greateſt intrepidity. Preſently after, Rear-Admiral Rowley did the ſame with M. de Court. At this time, Vice-Admiral Leſtock, with his diviſion, was unavoidably a great way aſtern: as it has ſince appeared by his court-martial, that he pointedly obeyed every ſignal made by Admiral Matthews; that his diſtance being increaſed in the night, was not owing to any fault of his; and that, on the morning of the 11th, he, in compliance with the ſignal then abroad, carried a preſs of ſail on his own ſhip, and uſed all the means in his power to come and aſſiſt the centre with his diviſion; but, incumbered as he was with a foul ſhip, little wind, and a great ſwell, it was out of his power to reach his ſtation in proper time, unleſs the Admiral had ſhortened ſail, and waited for the rear diviſion cloſing with the centre; which, however, he had not judged it proper to do.

No pains ſhall be ſpared to throw all poſſible light upon this important, but unfortunate affair. As the glory and proſperity of this nation in a great meaſure depends upon the behaviour of our naval commanders, it is of very great conſequence to know, whether a failure, with appearances ſo much in our favour, proceeded from any unforeſeen cauſe, or from the unhappy infatuation of an individual.

Admiral Matthews was nobly ſupported by Captain Cornwall in the Marlborough, who attacked the Iſabella, Don Navarro's ſecond aſtern; and alſo by the Honourable Captain Forbes in the Norfolk, who attacked the Conſtant, Don Navarro's ſecond ahead. The Princeſſa, Bedford, Dragon, and Kingſton, fired at the Poder, the Spaniſh ſhip next a-head of the Conſtant. The Orient, Amerique, and Neptune, the three ſhips immediately ahead of the Poder, exchanged a broadſide with the headmoſt ſhips of the Britiſh centre, and then continued their courſe to the ſouthward with the French ſquadron. The five other Spaniſh ſhips were a conſiderable way aſtern of their Admiral; but a breeze ſpringing up, they came very opportunely to Don Navarro's aſſiſtance a little before the battle ended. The Vice-Admiral and his diviſion endeavoured to prevent this junction, but in vain: the breeze had not reached him with any effect: they were nearly becalmed with every ſail they could ſet.

Rear-Admiral Rowley engaged the French Admiral very warmly, and was well ſupported by Captain Oſborn in the Princeſs Caroline his ſecond aſtern. Captain Hawke in the Berwick, diſplayed great bravery: The Chicheſter and Boyne alſo fired at the French, but at too great a diſtance to do any execution. The Stirling Caſtle, Warwick, and Naſſau, the three headmoſt ſhips of Rear-Admiral Rowley's diviſion, did not bear down and engage the enemy, according to the ſignal then abroad, although there was no ſignal of direction to the contrary, but kept their wind. In this poſition, however, they did very material ſervice; having prevented the French van diviſion, for a conſiderable time, from tacking and doubling upon the Britiſh, and in going to the aid of their own centre.

The Norfolk obliged the Conſtant to quit the line, very much diſabled. The Spaniſh Admiral perceiving it, he and his ſecond aſtern, notwithſtanding the warm work they were engaged in againſt the Namur and Marlborough, fired ſome guns at her, in hopes of making her return to her duty in the line; but to no purpoſe. The Norfolk was unable to purſue her, her maſts, yards, and rigging being much ſhattered. The Namur and Marlborough were ſo near aboard of each other, that Admiral Matthews was obliged, in the heat of action, to fill his ſails and go ahead. They had at this time little wind and a great ſwell, and his ſhip ſo much diſabled, that it was with the utmoſt difficulty they could govern her. The mizen top-ſail was handed to prevent the maſt and rigging from falling about their ears, although they had reefed new braces three ſeveral times. In this ſtate, it was not in his power to give the Marlborough the aſſiſtance Captain Cornwall required, whoſe behaviour merited the greateſt applauſe. The Marlborough was rendered a perfect wreck: her gallant commander had the misfortune to loſe both his legs by one ſhot; at three o'clock her main and mizen maſts were ſhot by the board, and their fall put a period to the life of her brave Captain. Lieutenant Frederick Cornewall moſt gallantly continued the action, and ſhowed himſelf worthy of ſupplying the truſt that devolved to him on the death of his unfortunate uncle.

Notwithſtanding the evident diſtreſs of the Marlborough, none of the Britiſh ſhips aſtern of her gave her the leaſt aſſiſtance, but continued to windward, keeping up an uſeleſs fire at the Spaniſh ſhips in the rear, and who were not within reach of their ſhot. The Poder fired with great briſkneſs at ſeveral of the Britiſh ſhips, whoſe reluctant Captains made but a feeble and ineffectual return, till Captain Hawke of the Berwick gallantly bore down, and engaged her very cloſely. The Poder, at the firſt broadſide, had twenty men killed, and ſeven of her lower deck guns diſmounted: in leſs than twenty minutes after, her maſts fell, and ſhe ſtruck her colours. Captain Hawke ſent an officer and ſome boats to take poſſeſſion of her: the Captain, and moſt of the principal officers were ſent on board the Berwick.

At this time, the Spaniſh Admiral's ſhip lay quite diſabled, with her ſtern towards the Marlborough, her ſeconds forced out of the line, and the reſt of the Spaniſh ſhips aſtern. It was then, that Admiral Matthews made the ſignal for the Ann galley fire-ſhip to prime with all expedition, and go down and burn the Real. A cruel expedient! and ſcarcely to be juſtified by the rules of war, unleſs in caſe of ſelf-defence, or in a harbour; but terrible in the open ſea, in the midſt of a fair battle, and where an enemy had behaved with ſuch remarkable intrepidity as Don Navarro and his crew exhibited on this occaſion. When the dreadful effects of this infernal device are attended to, and that it is the means, when employed, of plunging a number of gallant men at one blaſt into eternity, Who is there but muſt feel an inexpreſſible pleaſure at its miſcarriage?

While the fire-ſhip was preparing, Admiral Matthews made the ſignal for the barges and pinnaces of the ſhips of his diviſion to come and tow the Marlborough out of the line; the Namur and Norfolk being the only ſhips which afforded her any kind of aſſiſtance during the action. Before the boats had time to comply with this ſignal, at half paſt four o'clock, the Ann galley fire-ſhip crowded ſail, and bore right down on the Spaniſh Admiral. Two or three of the Spaniſh ſhips, which had now nearly joined their diviſion, preſſed forward, on ſeeing this alarming occaſion, bringing every gun they were able, to bear on the fire-ſhip; but their diſtance was too great, to do her any material injury. All eyes were now rivetted on the Real, whoſe deſtruction was every minute to be expected. In her preſent ſituation, ſhe could only bring a few guns to bear on the Ann galley; yet ſuch as were fired, were extremely well pointed; and ſhe kept up ſuch an inceſſant play of ſmall arms, as induced Captain Mackie of the fire-ſhip, to order his lieutenant, mate, gunner, and two ſeamen, to quit the deck, while he boldly kept his ſtation with a match in his hand. The boatſwain, with eleven of the crew, were in a yaul alongſide, ready for receiving the Captain, and thoſe that ſhould remain with him, after finiſhing this dreadful buſineſs.

Don Navarro, who had given the moſt ſignal proofs of invincible courage in the noble defence he had made, neglected no expedient, at this critical moment, to fruſtrate the plan which was laid for his immediate deſtruction. With great difficulty, he brought a few of his lower deck guns to bear on the fire-ſhip; to theſe he in a great meaſure owed his preſervation, as all his ſhot took effect. He likewiſe ſent a launch full of men to board her, and tow her clear of him. When Captain Mackie ſaw this, he found that not a moment was to be loſt; his ſhip was ſinking very faſt, and, although not ſo cloſe as he wiſhed to the Real, he fired his guns in the waſte, at the launch. This is what is ſuppoſed to have ſet the veſſel on fire; for ſhe was with ketches unlaid, ſcuttles open, funnels uncapt, running down in a hurry, ill prepared, and primed with looſe powder only. But to whatever accident it might be owing, the fire-ſhip blew up by the ſtern, and ſunk by the head, going down all in a blaze when very near the object of her deſtination, with the Captain, Lieutenant, mate, gunner, and two quarter-maſters on board. One of the laſt was taken up alive, and lived about a fortnight. A boy was killed in the yaul by the exploſion. The launch endeavoured to take the yaul, but a barge came very opportunely to her aſſiſtance, and took her in tow. The ſinking and blowing up of the fire-ſhip, in the manner deſcribed, may be deemed a fortunate circumſtance; for had ſhe been boarded by the Spaniſh launch before theſe events took place, they might have ſent her down on the Marlborough, then at no great diſtance, entirely diſabled, and having no ſhips to cover or protect her.

M. de Court perceived the danger that Don Navarro was in, and at the diſtance he then was, the Rear of the Britiſh fleet appeared to him to have joined their centre, ſo that he feared the Spaniards might be overpowered, well knowing that it is not an uſual thing for Britiſh Captains to throw away their ammunition by firing at an unavailing diſtance. He therefore left off engaging Rear-Admiral Rowley, and his ſecond, Captain Oſborn, and made the ſignal to tack: when, eagerly bent upon what he ſuppoſed to be a moſt important and preſſing ſervice, that of extricating the Spaniſh Admiral from the danger with which he thought him ſurrounded, he would not ſo much as loſe a moment's time to fire a broadſide, but preſſed on, and let ſlip the opportunity which preſented itſelf of raking fore and aft ſeveral of the Britiſh ſhips, which he paſſed within piſtol-ſhot. Rear-Admiral Rowley immediately made the ſignal for his diviſion to tack, following the French ſquadron, and making all poſſible haſte to join the Britiſh centre.

At this time, Admiral Matthews hauled down the ſignal to engage the enemy, and alſo the ſignal for the line of battle; making the ſignal to give over chace: but, at half-paſt five o'-clock, he made the ſignal for the fleet to draw into a line of battle ahead. There was then but little wind, and ſo great a ſwell, that the ſhips could only wear. The Admiral wore, and formed the line of battle on the larboard tack. This laſt manœuvre of the Admiral's, appears to have been made with a deſign to collect his fleet, draw them out of the confuſion they were in, and arrange them in proper order for battle, which he had every reaſon to think would be ſpeedily renewed; the French ſquadron being now at hand, and in an extremely well-formed line. They crowded, however, to the aſſiſtance of the Spaniards. The Poder prize being diſmaſted, and being unable to follow the Britiſh fleet when they wore, was retaken by the French ſquadron; ſhe having on board a lieutenant and twenty-three men, belonging to the Berwick. The Dorſetſhire, Eſſex, Rupert, and Royal Oak, wearing at the time the Admiral did, brought them nearer to the ſternmoſt ſhips of the Spaniſh ſquadron, which had by this time joined their Admiral in a cloſe line. In paſſing each other, being on contrary tacks, a ſhort action took place, in which the Namur, Dunkirk, and Cambridge joined, but with little execution on either ſide. This cannonade, which did not laſt long, put an end to the battle. Day-light was almoſt gone, and the Britiſh fleet paſſed on, leaving the Confederate fleet aſtern.

The Namur's maſts having received much damage, the Admiral, about eight o'clock, ſhifted his flag to the Ruſſel; of which he ſent intimation to the Vice and Rear-Admirals. In the morning of the 12th, the enemy's fleet was diſcovered to the S. W. diſtant four or five leagues, the wind being at E. N. E. The Britiſh fleet made towards them with a preſs of ſail. At ſeven o'clock, the Somerſet, which had ſeparated in the night, and was at ſome diſtance from the fleet, fell in with, and engaged a Spaniſh ſhip, the Hercules, which had in like manner ſeparated from the Confederate fleet. The action laſted half an hour, but was put an end to by ſome of the French ſhips coming to the aid of the Hercules; on which the combatants made for their reſpective fleets. At nine o'clock, the Vice-Admiral made the ſignal for his diviſion to give chace to the S. W. and crowded ſail ahead of the fleet. At eleven, the Admiral made the ſignal for the fleet to draw into a line of battle, one ſhip abreaſt of another. The Admiral brought to on the ſtarboard-tack, in order to collect his fleet; at three, he made the ſignal for the Vice-Admiral and his diviſion to make ſail, which was immediately complied with; and at half-paſt three, the Admiral made the ſignal for the Rear-Admiral and his diviſion to make more ſail. The Britiſh fleet was now formed in an excellent line of battle, and kept going down on the enemy, who were retreating in great diſorder before the wind. The Spaniſh ſquadron was ahead, and to leeward of the French. Don Navarro's flag was ſtill on board the Real, diſabled as ſhe was, without a top-maſt or yard acroſs, and towed by one of their own ſquadron, ſuppoſed to be the Iſabella. Another of the Spaniſh ſhips was without a main top-maſt; a third without a fore top-maſt; and a fourth without a bowſprit. The Poder, who had ſtruck to the Berwick, but who was retaken by the French ſquadron, being diſmaſted, fell ſo far aſtern, that the enemy perceived ſhe muſt preſently fall into our hands again. To prevent this, they ſet her on fire, and abandoned her. The Admiral ſent the Eſſex to take poſſeſſion of her; but Captain Norris finding her already on fire, increaſed the flame, and ſhe blew up in the night.

At half paſt five in the evening, the fleet brought to; little wind from the N. E.; the enemy then bearing S. W. by W. diſtant two leagues. In the courſe of this day, the Admiral diſpatched the Marlborough to Mahon, under eſcort of the Oxford; and in the evening, the Burford, Captain Watkins, joined the fleet from Hieres bay, whither ſhe had gone in queſt of the fleet. Not finding them, the Captain ſent his boat on ſhore to obtain intelligence; while there, he heard a diſtant cannonading, and concluding that it muſt be the two fleets engaged, he immediately ſlipped his cable and put to ſea (without waiting the return of his boat) in ſearch of the fleet; eager to give his aid, and ſhare in the honours of the day. At ten o'clock, at night, the Britiſh fleet loſt ſight of the enemy's fleet.

On the 13th, at half an hour after ten in the morning, the Admiral fired ten guns, being the ſignal for the fleet to make ſail, perceiving the enemy had made ſail to the weſward, the wind then blowing freſh; and, at day-break, the Vice-Admiral made the ſignal for ſeeing above twenty ſail of the enemy, then bearing W. S. W. At ſeven o'clock, the Admiral hoiſted a red and white flag, ſtriped, at the flag-ſtaff at the fore top-maſt-head, and fired a gun; which ſignal, by the thirteenth article of the fighting inſtructions, is, for the Vice-Admiral and his diviſion to draw into a line of battle, one ſhip a-head of another; but, by the fourteenth article of the ſailing inſtructions, it is for the Vice-Admiral to ſend ſhips to chace. Upon this, the Vice-Admiral repeated the ſignal; and, with his diviſion in a line of battle, one ſhip ahead of another, gave chace. They gained upon the enemy; and as theycame nearer, plainly ſaw from the deck, the Real in tow. At eight o'clock, the Admiral made the ſignal for the ſhipsto windward to bear down into his wake. At nine, he made the ſignal for the fleet to give over purſuit: a moſt unfortunate meaſure; as, had he continued the chace a few hours longer, the enemy muſt either have abandoned their crippled ſhips, or come to an engagement on very diſadvantageous terms. Admiral Matthews aſſigned as a reaſon for acting as he did, that he ſaw no proſpect of bringing the Confederate fleet to action: that if he had continued the purſuit, he might have been drawn towards the Straits' mouth, and by this means have left the coaſt of Italy wholly unprotected: that as his inſtructions bound him to pay the utmoſt attention to that point, he did not care to proceed farther, as he had received information that the Spaniards had collected a number of veſſels in their ports, in order to tranſport twelve or fourteen thouſand troops to Italy.

In order to prevent this embarkation taking effect, Admiral Matthews endeavoured to regain the Italian coaſt; but ſtrong contrary winds would not permit him. He therefore looked into the Bay of Roſes, imagining ſome of the enemy's ſhips might have put in there; and that by ſhewing them the fleet was once more on the coaſt, they might be induced to drop their ſcheme of tranſporting troops to Italy. He was of opinion, too, that all he could have gained by the purſuit of the enemy's fleet, would have been the taking of the Real; and he deemed the protection of the coaſt of Italy of greater importance to the common cauſe. The wind ſtill continuing contrary, he was compelled to run into the harbour of Mahon, where he ſuſpended Vice-Admiral Leſtock from his command, and ſent him to England.

The loſs the Britiſh ſuſtained in the action, on the 11th of February, was as follows: On board the Namur, eight men killed, and twelve wounded; among the latter, was Captain Ruſſel, who had his left arm ſhot off, of which wound he died ſoon after at Mahon: the ſhip received conſiderable damage, and all her maſts were wounded. In the courſe of a few days after the action, Admiral Matthews quitted the Ruſſel, and re-hoiſted his flag on board the Namur again. On board of the Marlborough, Captain Cornwall and forty-two men were killed, among whom was Captain Godfrey of the marines, and Mr Robert Cotton the maſter; one hundred and twenty men were wounded, and of theſe no leſs than twenty died in three days; Lieutenant Frederick Cornwall had his right arm ſhot off; the ſhip was very much damaged, and, when towed out of the line, had loſt her main and mizen maſts. The Norfolk had nine men killed, and thirteen wounded, and was much damaged in her rigging. The Barfleur had twenty-five men killed, (five of theſe by the burſting of one of the quarter-deck guns), and twenty wounded. The Princeſs Caroline had eight men killed, and twenty wounded. The Princeſſa had her fore top-gallant-maſt ſhot away, and her main top-ſail ſplit, nearly from top to bottom, by which ſhe fell out of her place in the line.

The loſs the Confederates ſuſtained was pretty conſiderable. On board the Royal Philip, or the Real, five hundred men were killed or wounded; among the former was Don Nicholas Geraldine, the Captain of the ſhip; and among the latter, was Admiral Navarro, who received two ſlight wounds: the ſhip was rendered almoſt a wreck. The Neptuno loſt near two hundred men; among the killed was her Captain, Don Henry Olivarez, with his Firſt Lieutenant, and four other officers. The Iſabella loſt near three hundred men, and had ſeveral officers killed. Several of their ſhips were much damaged in their yards and maſts; but the only one taken, was the Poder.

It appears, that the ſpirit of diſcord had ſpread its baneful influence on board of the Confederate, as well as the Britiſh fleet; and that Admiral Navarro was very ill-pleaſed with the conduct of M. de Court on the day of action. He repreſented it in ſuch a light to the Spaniſh Miniſtry, that, ſoon after his arrival in port, he was deprived of the command of the fleet, and ſuperſeded. This gallant old officer, now near eighty years of age, was greatly hurt by this indignity; and could not diſguiſe his ſentiments, in the letter he wrote to the Biſhop of Rennes, then Ambaſſador from France, at the Court of Madrid; wherein he ſays, "It is well known, my Lord, that the "ſea-officers in the ſervice of Spain, have been for a long time "a good deal out of humour with France; and that ſo long "ago as the year 1741, I had the good fortune actually to ſave "the Spaniſh ſquadron under the command of M. Navarro; "and I ſaved it, in ſpite of all that officer could do; who, out "of mere affectation, ſtood out to ſea, in ſight of Admiral "Haddock, though he very well knew, that it was my order "to keep within ſight of land; and that I was not bound to "hazard the ſquadron under my command, for the ſake of "braving the Engliſh, under an Admiral whoſe courage was "not then to be queſtioned: having appeared on all occaſions, "even to the Spaniards themſelves, above ſuſpicion." And he concludes with theſe remarkable words: "It was not I, "my Lord, who forced M. Navarro to fight againſt all the "rules of war and prudence; it was not I who ſeparated his "ſhips from him, and threw him into danger: but, after he "had taken ſo much pains, in ſpite of all that I could do, to "get himſelf handſomely beat, it was I who came to his aſ-"ſiſtance, and gave him an opportunity of getting away, which "otherwiſe he never could have had."

But, in order to purſue the thread of this diſagreeable narrative without interruption, we ſhall proceed to give a ſuccinct detail of the conſequences which followed Vice-Admiral Leſtock's ſuſpenſion; viz. the courts-martial held on Admirals Matthews and Leſtock, and on ſeveral of the captains and officers, whoſe conduct on the day of battle was reprehenſible;

and ſhall conclude it, with ſetting down what appears to us to have been the principal cauſes of the miſcarriage in this unfortunate affair, which may be attributed to the confuſion and defects of the means by which the Admiral had to communicate his orders.

1745.

The recrimination of Vice-Admiral Leſtock, on the conduct of Admiral Matthews, made the miſcarriage in the Mediterranean appear of ſo much importance, that the Houſe of Commons determined to make enquiry into the cauſes of it; and they ſet aſide Tueſdays and Thurſdays for that buſineſs, which commenced March 12th 1745. Vice-Admiral Leſtock, and many other officers were examined at their bar, and Admiral Matthews in his place, he being a Member of the Houſe. This buſineſs took up the attention of the Commons till the middle of April, when, after a long debate, they came to the reſolution to addreſs his Majeſty on the ſubject. And, accordingly, on the 18th of April, the Commons, with their Speaker at their head, waited on his Majeſty at St James's, when the Speaker requeſted of the King, "That he would be "graciouſly pleaſed to give directions that a court-martial "may be held in the moſt ſpeedy and ſolemn manner, to enquire into the conduct of Admiral Matthews, Vice-Admi- "ral Leſtock, Captains Burriſh, Norris, Williams, Ambroſe, "Frogmore, and Dilk, in and relating to the late engagement "between his Majeſty's fleet and the Combined fleets of France "and Spain off Toulon, and the Lieutenants of his Majeſty's "ſhip the Dorſetſhire, then abroad, and all other officers, who "are, or ſhall be charged with any miſconduct in that action, "and to try them for the ſame: and that his Majeſty would be "pleaſed to appoint a proper perſon or perſons to collect all "the evidence neceſſary for the trials of the ſaid ſeveral Com- "manders and officers, and to proſecute them effectually, in "order to bring thoſe to condign puniſhment, through whoſe "miſconduct it ſhall be found that ſuch diſcredit has been "brought upon his Majeſty's arms, the honour of the nation "ſacrificed, and ſuch an opportunity loſt of doing the moſt

“ important ſervice to the common cauſe.” To which addreſs his Majeſty was pleaſed to return the following anſwer: “ Gentlemen, I will give proper orders for the ſpeedy and “ effectual holding of courts-martial, according to your deſire. “ I am ſenſible how much depends upon preſerving an exact “ diſcipline in the fleet, and of the neceſſity there is of bringing to juſtice ſuch as have failed in their duty on this important occaſion.”

His Majeſty iſſued orders, in conſequence of the above addreſs, to the Board of Admiralty to aſſemble courts-martial as ſoon as poſſible, for the trial of ſuch officers as were accuſed of not doing their duty in the late ſea-fight off Toulon. Accordingly they iſſued a commiſſion, dated September 11th 1745, to Sir Chaloner Ogle, knight, Admiral of the Blue ſquadron of his Majeſty's fleet, to be Preſident of the court-martial; which aſſembled on board his Majeſty's ſhip the London, at Chatham, September 23d 1745. The court was compoſed of

Sir Chaloner Ogle, knight, Admiral of the Blue, Preſident.
Perry Mayne, Eſq; Rear-Admiral of the Blue.
William Smith, Eſq; Commodore.

CAPTAINS

William Parry.
Charles Wyndham.
William Chambers.
James Rentone.
Robert Allen.
Thomas Frankland.
Sir William Hewit, Bart.
Charles Coleby.
Sheldrake Layton.
Joſeph Hamer.
Sir Charles Molloy, Knt.
Francis Geary.
Smith Callis.
George Bridges Rodney.
Robert Erſkine.
John Pitman.
Edward Spragge.
Robert Swanton.
Hon. Archibald Stuart.
George Elliot,
AND
John Orme.

The firſt brought to trial were Henry Page, Charles Davids, William Griffiths, and Cornelius Smelt, Eſqrs. being the four Lieutenants of the Dorſetſhire. They were accuſed of having adviſed their Captain, George Burriſh, Eſq; not to bear down upon the enemy. Of this charge they were all acquitted.

On the 25th of September, the Court proceeded to the trial of Captain George Burriſh of the Dorſetſhire. There were five articles laid to his charge, which were to the following purport, viz. 1. For not engaging within point-blank, withdrawing from the fight, and not keeping his proper ſtation in the line. 2. For not bearing down and engaging in his proper ſtation, notwithſtanding the Admiral ſent two ſeveral orders ſo to do; in reply to which orders, the Captain pleaded, that he had no powder filled, although a battle had been expected for ſeveral days preceding. 3. For expending his ammunition to no manner of purpoſe, when he was not within point-blank diſtance of the enemy, contrary to his inſtructions and his duty. 4. For not affording aſſiſtance, and going to the relief of the Marlborough, (though the next ſhip to her, and capable of ſo doing) agreeable to his inſtructions, and to two ſeveral orders ſent him by Admiral Matthews. 5. For not covering and conducting the fire-ſhip, when ſhe blew up without doing any execution, notwithſtanding her deceaſed Captain hailed him, and requeſted aſſiſtance from him. The Court, after having heard witneſſes for the proſecution and the priſoner, on the 9th of October pronounced the following ſentence: "That by reaſon of Captain Burriſh lying inactive for half "an hour, when he might have aſſiſted the Marlborough, and "not being in a line with the Admiral, when he firſt brought "to, he is guilty of part of the charge exhibited againſt him, "as he did not do his utmoſt to burn, ſink, or deſtroy the enemy, nor give the proper aſſiſtance to the Marlborough, till "after the meſſage he received from the Admiral: That he is "guilty on the 12th and 13th articles of the Fighting Inſtructions, and that therefore the Court adjudged him to be caſhiered, and for ever rendered incapable of being an officer "in his Majeſty's Navy."

On the 10th of October, the Court proceeded to the trial of Captain Edmund Williams of the Royal Oak. The charges againſt him amounted to four, the purport of which were,

1ſt, That he did not bear down and engage the enemy, but kept back from the fight, to windward of his ſtation in the line.

2d, That he expended his ammunition to no manner of purpoſe, by firing at the enemy when not within point-blank diſtance, or even at random-ſhot diſtance.

3d, That he neglected giving aſſiſtance to the Namur and Marlborough, then hard preſſed by the enemy, when he had it in his power ſo to do.

4th, Diſobedience of the Admiral's ſignals.

The Court found, that Captain Williams failed in his duty, by not being in a line with the Admiral, and by keeping to windward of the line during the greateſt part of the action, and not within a proper diſtance to engage with any effect, during the moſt part of the time he was engaged. But, in regard of his long ſervices, and his eye-ſight being very defective, and other favourable conſiderations, the Court were unanimouſly of opinion, that all this greatly weighed in mitigation of the puniſhment due; and therefore only adjudged him as unfit to be employed any more at ſea; but recommended him to the Lords Commiſſioners of the Admiralty, to be continued on the half-pay liſt, according to his ſeniority. This their Lordſhips complied with; and Captain Williams was afterwards appointed a ſuperannuated Rear-Admiral in 1747.

On the 18th of October, the Court proceeded to the trial of Captain John Ambroſe of the Rupert. The charges exhibited againſt him, were nearly the ſame as thoſe exhibited againſt Captain Williams, with the additional one, of his neglecting to cover and protect the Ann-galley fire-ſhip, when bearing down to burn the Real. The Court found, that he had failed in his duty, in not engaging cloſer than he did, when he had it in his power: But, in regard that, both before and ſince the action, he had borne the character of a vigilant officer, and that his failure in the action ſeemed to have ariſen from a miſtake in judgment; the Court only ſentenced him to be caſhiered during his Majeſty's pleaſure, and mulcted of one year's pay for the uſe of the Cheſt of Chatham. His Majeſty, however, was pleaſed to reſtore him to his rank; and, in 1747, he was put on the ſuperannuated liſt, as a Rear-Admiral.

Captain Dilk of the Chicheſter was next tried, for not bearing down and engaging the enemy cloſer, when he had it in his power ſo to do. The Court found the charge proved; and, by their ſentence, he was diſmiſſed from the command of the Chicheſter. But his Majeſty was afterwards pleaſed to reſtore him to his rank, and to place him on the half-pay liſt.

Captain Frogmore of the Boyne, was among the number of accuſed Captains; but died before he returned to England.

Captain Norris of the Eſſex, accuſed by his officers of bad behaviour in the engagement off Toulon, was brought to a court-martial at Mahon, on board the Torbay, January 28th 1745. Of this court-martial Vice-Admiral Rowley was Preſident, and the following Captains members:

J. Gaſcoigne.
H. Oſborn.
Joſ. Lingen.
C. Drummond.
Tho. Fox.
Chas. Watſon.
Tho. Cooper.
Hon. Geo. Townſhend.
Ed. Strange.
Matt. Mitchell.
Rob. Pett.
C. W. Purvis.
Rob. Maynard.
R. Hughes.
Hon. Geo. Murray.
Will. Dilk.
Tho. Pye.
John Lovett.
Ja. Hodſall.
R. Watkins.
M. De L'Angle.
John Watkins.
G. R. Vanburgh.
John Wilſon.
Hon. Will. Farmer.

Captain Norris having reſigned the command of the Eſſex, on account of ill health, had intended going to England; but learning how much his character was aſperſed by his officers, he applied to Vice-Admiral Rowley for a court-martial, to enquire into his conduct on the day of action. The Vice-Admiral did not think he had power to order one, without orders from the Admiralty, as Captain Norris had quitted his command. Captain Norris then made application to the Admiralty, for an order to Vice-Admiral Rowley to hold a court-martial on him, which he obtained; and they ſat, as above mentioned. Lieutenant Edward Jekyll, ſecond Lieutenant of the Eſſex, was the accuſer of Captain Norris. The Court wiſhed that he (Mr Jekyll) ſhould be ſworn: this he refuſed: and the Court proceeded for ſeveral days in examining witneſſes. But on a motion being made and ſeconded on the 5th of February,

bruary, whether the Court had any right, or ought to come to any determination on the matter now before them, as Captain Norris was not in his Majeſty's ſervice or pay*, but rather that they ſhould tranſmit the whole of their proceedings on this enquiry to the Right Honourable the Lords Commiſſioners of the Admiralty; the Court came to the reſolution ſo to do.

Lieutenant Jekyll wrote to the Secretary of the Admiralty an account of the treatment he had received from the Court, as did Lieutenants Palliſer, Gore, and Peyton, (the other Lieutenants of the Eſſex), on the ſame ſubject. Theſe letters, together with the proceedings of the court-martial, made part of the papers laid by the Admiralty before the Houſe of Commons, where the conduct of the court-martial and its partiality was moſt ſeverely animadverted on, and a heavy cenſure paſſed on it. Captain Norris was ordered home in the ſame ſhip with the Captains who were to take their trials in England; and he came in her as far as Gibraltar. From thence, being conſcious of his guilt, he went into Spain, changed his name, and remained for ever in obſcurity.

At the ſame time that the Lords of the Admiralty appointed Sir Chaloner Ogle, Preſident of the court-martial for the trials of the four Lieutenants of the Dorſetſhire, Captains Burriſh, Williams, Ambroſe and Dilk, and Admirals Matthews and Leſtock, they granted a commiſſion, which was addreſſed to Sir Chaloner Ogle, and by him read to the Court, appointing John Sharpe and Philip Creſpigny, Eſqrs. to collect the evidence neceſſary to ſupport the ſeveral charges exhibited againſt the before mentioned officers, as alſo the evidence neceſſary to ſupport the charges againſt Captains Robert Pett, George Sclater, Temple Weſt, Thomas Cooper, and James Lloyd, who were ſeverally accuſed, by Vice-Admiral Leſtock, of miſconduct in the ſea-fight off Toulon. In conſequence of this complaint, the above five Captains were tried by a court-martial. The two firſt were acquitted; but the three laſt were caſhiered. Their caſe was conſidered as extremely hard. Many circumſtances appearing in their favour, the ſentence was generally reprobated as ſevere, and bearing no proportion to the faults proved againſt them. All of them, beſides, bore moſt excellent characters, were eſteemed good officers, and much eſteemed in the navy. His Majeſty, therefore, was pleaſed to reſtore them to their former rank in the ſervice.

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* He had reſigned the command of the Eſſex a ſhort time before, and was on half-pay.

The Court adjourned, and did not ſit again till the 6th of May 1746, for the trial of Vice-Admiral Leſtock. It was now held at Deptford, on board of his Majeſty's ſhip the Prince of Orange. And Sir Chaloner Ogle being obliged to go to Bath for the recovery of his health, the Court was compoſed of the following gentlemen:

Perry Mayne, Eſq; Rear-Admiral of the Blue, Preſident.
Hon. John Byng, Rear-Admiral of the Blue.

CAPTAINS

Hon. Edward Legge.
James Kentone.
Charles Coleby.
Joſeph Hamer.
Smith Callis.
John Pitman.
Thomas Hanway.
John Orme.
Thomas Frankland.
Hon. John Hamilton.
Sir Charles Molloy.
Robert Erſkine.
Charles Catford.
Edward Spragge.

This trial took up the whole of the month of May; a very great number of witneſſes having been examined for and againſt Mr Leſtock. On the 3d of June, the Deputy Judge Advocate read the ſentence of the Court; which was, "The Court were "of opinion, That the information the charge was founded "upon, was not true; and that the evidence in ſupport of "the charge, was not ſufficient to make it good; and that "many witneſſes in ſupport of the charge, as likewiſe thoſe in "the Admiral's defence, had refuted the whole: Therefore, "the Court unanimouſly acquitted Vice-Admiral Leſtock of "the whole and every part of the charge."

During the ſitting of this court-martial, a very remarkable occurrence happened. On the 15th of May, the Preſident of the Court was arreſted by virtue of a writ of capias, iſſued by Sir John Willes, Lord Chief Juſtice of the Common Pleas, in conſequence of a verdict which had been obtained by Lieutenant George Frye of the marines, againſt Sir Chaloner Ogle, Perry Mayne, and others, for falſe impriſonment and maltreatment in the Weſt Indies, by means of an illegal ſentence paſſed by a court-martial againſt him, of which they were members. The arreſting of the Preſident highly offended all the members of the Court; and, not duly conſidering the great ſuperiority of the civil law over the military, they, while heated with paſſion, entered into reſolutions, in which they expreſſed themſelves againſt the Lord Chief Juſtice of the Common Pleas with great diſreſpect and acrimony. Theſe they ſent, together with a remonſtrance on the ſubject, to Mr Corbet, to be by him laid before the Lords Commiſſioners of the Admiralty. Their Lordſhips were much diſpleaſed at the indignity offered the Court, and laid their proceedings before his Majeſty. The Duke of Newcaſtle, by his Majeſty's command, wrote to the Lords Commiſſioners of the Admiralty; wherein he ſays, "His Majeſty expreſſed great diſpleaſure at the inſult offered "to the court-martial, by which the military diſcipline of the "navy is ſo much affected; and the King highly diſapproves "of the behaviour of Lieutenant Frye on the occaſion. His "Majeſty has it under conſideration what ſteps may be adviſe-"able to be taken on this incident." The Lords Commiſſioners of the Admiralty, as well as the Secretary of State, had not been properly informed of the very great authority of the Lord Chief Juſtice of the Common Pleas, who, as ſoon as he heard of the reſolutions of the court-martial, cauſed each individual member to be taken into cuſtody, and was proceeding in legal meaſures to aſſert and maintain the authority of his office, when a ſtop was put to the proceſs, by the following ſubmiſſion (ſigned by the Preſident and all the members of the Court) being ſent to Lord Chief Juſtice Willes.

"As nothing is more becoming a gentleman, than to ac-"knowledge himſelf to be in the wrong, as ſoon as he is ſen-"ſible he is ſo, and to be ready to make ſatisfaction to any "perſon he has injured; we therefore, whoſe names are un-"derwritten, being thoroughly convinced that we were en-"tirely miſtaken in the opinion we had conceived of Lord "Chief Juſtice Willes, think ourſelves obliged in honour, as "well as juſtice, to make him ſatisfaction as far as it is in our "power. And, as the injury we did him was of a public na-"ture, we do, in this public manner, declare, That we are "now ſatisfied the reflections caſt upon him in our reſolutions "of the 16th and 21ſt of May laſt, were unjuſt, unwarrant-

“ able, and without any foundation whatſoever; and we do “ aſk pardon of his Lordſhip, and of the Court of Common “ Pleas, for the indignity offered both to him and the Court.” This paper was dated the 10th of November, was received in the Court of Common Pleas on the 14th, and ordered to be inrolled. A memorial, as the Lord Chief Juſtice then ſaid, to preſent and future ages, that whoever ſet themſelves up in oppoſition to the laws, or think themſelves above the law, will, in the end, find themſelves miſtaken. Thus ended this extraordinary affair.

On the 16th of June, the trial of Admiral Matthews commenced. Of this court-martial,

Perry Mayne, Eſq; Rear-Admiral of the Red, was Preſident; and

The Honourable John Byng, Rear-Admiral of the Blue,

Captain Miles Stapleton,
——— Hon. Ed. Legge,
——— James Rentone,
——— Thomas Frankland,
——— Sir William Hewitt,
——— Charles Coleby,
——— Hon. J. Hamilton,
——— Sheldrake Laton,
——— Joſeph Hamer,
Captain Sir Charles Molloy, ſen.
——— Smith Callis,
——— John Pitman,
——— Charles Catford,
——— Thomas Hanway,
——— George Elliot,
——— Edward Spragge,
AND
——— John Orme,

were members. Vice-Admiral Leſtock exhibited no leſs than fifteen different charges againſt him; the purport of which was, That through his miſconduct, the miſcarriage of his Majeſty's fleet in the Mediterranean was principally owing. Many witneſſes were examined; and, after ſeveral adjournments, the Court, on the 22d of October, paſſed the following ſentence, viz. “ The Court having examined the witneſſes produced, as “ well in ſupport of the charge as in behalf of the priſoner; “ and having thoroughly conſidered their evidence, do unani- “ mouſly reſolve, That it appears thereby, that Thomas Mat- “ thews, Eſq; by divers breaches of duty, was a principal cauſe “ of the miſcarriage of his Majeſty's fleet in the Mediter- “ ranean, in the month of February 1744; and that he falls “ under the 14th article of an act of the 13th of Car. II. for “ eſtabliſhing articles and orders for the regulating the better “ government of his Majeſty's navies, ſhips of war, and forces "by ſea; and the Court do unanimouſly think fit to adjudge "the ſaid Thomas Matthews to be caſhiered, and rendered incapable of any employ in his Majeſty's ſervice." This ſentence was as little expected by the nation as it was reliſhed by them. Perhaps it might be too ſevere; but of this, profeſſional men were ſurely far better judges than the nation in general.

We ſhall conclude this diſagreeable affair, by obſerving, that on conſidering the whole of the management of the Britiſh fleet under Admiral Matthews, during the time it was in ſight of the enemy, we may perceive the imperfect, but well-intended, endeavours of a man involved in a buſineſs, of which he was by no means maſter; at the ſame time that he ſeems to have been wrapped up in a vain confidence of his own abilities, the inſeparable companion of preſumption and ignorance. Both the other flag-officers appear to have been inclined to act their parts with propriety; and they did their duty well. The Vice-Admiral, in particular, ſhewed a zeal and attention which gives a very advantageous idea of his capacity as a ſeaman and an officer. It is to be wiſhed that ſomething favourable could alſo be ſaid of the captains in general; many of whom certainly did their duty with courage and conduct: others, no doubt, deſerved all the blame which was laid to their charge: yet it is very difficult to judge of the degree of criminality which was imputable to each, when diſorder and uncertainty ſeemed to pervade the whole.

But the moſt obvious cauſes of the miſcarriage, certainly originated in the very groſs miſtakes to which the ſignals and inſtructions were ſubject, which, with their many defects, muſt have rendered it impoſſible, even for the utmoſt ſkill and capacity, to conduct the fleet to advantage. In the evening of the 11th of February, it is certain that Admiral Matthews intended that the fleet ſhould remain in a line of battle during the night, although the laſt ſignal made was to bring to; but there being no proviſion for ſuch an arrangement, the defect became fatal. In conſequence of a ſhift of wind, of the poſition of the helms, or of the difference in the rate of driving, the Vice-Admiral's diviſion became conſiderably ſeparated from the centre, in the courſe of the night, and could not be rejoined in time for action next day. The deficiencies in the ſignals for lines of battle became more and more apparent, when we ſee the Commander in Chief alternately changing the ſignals from the line abreaſt to the line ahead, and from the line a-head to the line abreaſt; all which occaſioned much delay, without his being able to produce what he intended, a line parallel to that of the enemy. And when it is conſidered, that neither of thoſe lines, nor any ſignal of which he was poſſeſſed, could accompliſh his purpoſe, we may be the more inclined to lay the miſcarriage upon the groſs negligence or ignorance, which, as would appear, muſt have pervaded the higheſt department of naval affairs, than even upon the flag-officer in this battle, who was the moſt culpable.—But, to return to the tranſactions of the fleet.

1744.

Admiral Matthews, it ſhould be obſerved, never loſt ſight of the orders he had received; and while he was at Minorca repairing his ſhattered ſquadron, he detached Commodore Long with ſome ſhips, to guard the coaſt of Italy, and to hinder the tranſportation of any ſuccours or proviſions for the Spaniſh army. The Commodore afforded very conſiderable aid to Prince Lobkowitz, while the Auſtrian army continued in the Pope's territories. The Admiral put to ſea as ſoon as he was able; and, on the 13th of June, he fell in with eleven French xebeques near Marſeilles, which were conveying a conſiderable reinforcement of men to the French and Spaniſh army in Lombardy. Theſe he forced on ſhore: the troops eſcaped; but the veſſels were completely deſtroyed. The republic of Genoa was awed by the preſence of the Britiſh fleet; nor would his Sicilian Majeſty have been allowed to violate his neutrality with impunity, had it not been occaſioned by certain reſtrictions laid on the Admiral, ſince the elector of Saxony had become an auxiliary to our coſtly ally the Queen of Hungary. This very impolitic forbearance was from a reſpect to the Elector's daughter, who had lately married the King of the two Sicilies.

The cruizers of the fleet diſtreſſed the enemy very much. Captain Norris of the Eſſex being on a cruize on the coaſt of France, early in the morning of the 21ſt of May, got ſight of twenty-ſix xebeques and ſettees plying to the eaſtward. On ſeeing the Eſſex, who was to windward, making for them, ſome fled to Marſeilles, and others to Caſſi creek, they not being able to fetch Ciotat. About ten, the Eſſex came to an anchor within two cables length of Caſſi, and about a piſtol-ſhot from the creek where the xebeques and ſettees had taken ſhelter. Captain Norris was of opinion, that by ſcouring the eaſtern ſide of the creek, and landing his marines under ſhelter of his cannon, he might drive the enemy from their veſſels, and that his boats might then obtain poſſeſſion of them. He reſolved firſt to reconnoitre the place, and ſent an officer in his yawl for this purpoſe; who reported, on his return, that the deſign was very practicable. The marines were immediately landed; on which they were attacked by a party of Spaniards, whom they repulſed, and compelled to retreat. The boats who landed them, boarded a xebeque and a tartan, which they warped out to the Eſſex. Captain Norris ſent his boats directly back again with combuſtibles, with orders to ſet fire to the remainder of the embarkation, it being found impracticable to bring them out. Accordingly, three xebeques and eight ſettees were deſtroyed. The xebeques were armed, and ſerved as convoy to the ſettees, who were laden with powder, cannon, other ordnance, ſtores, and ſome proviſions. They had come from Majorca and Barcelona, and were bound to Antibes, where they were to embark troops for Italy. Their deſtruction was a very great loſs to the enemy.

In conſequence of orders from England, Admiral Matthews reſigned his command to Vice-Admiral Rowley, September 8th; leaving him off Genoa with a fleet of thirty-four ſail of the line, and ſeven frigates, beſides fire-ſhips, bomb-ketches, and ſloops of war. Large as this fleet was, it had conſiderable ſervices to perform; namely, to ſecure the coaſt of Italy; to obſerve the motions of the Breſt ſquadron at Cadiz,—the French ſquadron at Toulon,—the Spaniſh ſquadron at Carthagena; and to protect the Britiſh commerce in the Mediterranean. Admiral Rowley followed the plan laid down by Admiral Matthews. As the Court of Spain were in expectation of the arrival of Admiral de Torres from the Havannah, with an immenſe treaſure, it was concerted, that the Toulon ſquadron ſhould put to ſea, in order to form a junction with the Spaniſh fleet at Carthagena, and the French ſquadron at

Cadiz, in order to meet De Torres, and ſee him ſafe into port; or, by their junction, to have a ſuperior naval force to the Britiſh in the Mediterranean. Accordingly, M. de Gabaret, with a fleet of ſixteen ſail of the line and four frigates, ſailed from Toulon on the 20th of September.

At this time Commodore Oſborne was cruizing off the coaſt of Italy with only eight ſhips of the line; Admiral Rowley, with the remainder of his fleet, being gone to Minorca. The moment the Admiral heard of the Toulon ſquadron ſailing, he put to ſea (the 7th of October) with all the ſhips he could muſter, in purſuit of them, taking with him all the homeward bound trade: when, learning that the enemy had a deſign to deſtroy the ſtore ſhips brought by Sir Charles Hardy to Liſbon, and now at Gibraltar, he made for the coaſt of Spain, and arrived off Alicant the 14th. Finding no ſhips there, he, the ſame night, diſpatched two ſhips to look into Carthagena. They ſaw there Don Navarro's flag, and two Commodores pendants, with twelve ſail of Spaniſh ſhips of the line, and four frigates, with their ſails bent, ready for ſea, and ſix others with their topmaſts through the cap. There appeared to be no French ſhips among them.

On the 18th, Commodore Oſborne joined Admiral Rowley with his ſquadron. He brought certain intelligence, that, about fourteen days before, ſeven French ſhips of war had put to ſea from Cadiz, taking with them his Majeſty's ſhip the Solebay, of twenty guns, commanded by Captain Bury, which had been captured on the coaſt of Spain a little before. On the 25th of October, the Vice-Admiral received certain accounts, that ſix ſail of French ſhips of war had paſſed by Gibraltar on the 12th, ſteering weſt; on which he made the beſt of his way for Cape St Mary's; and, on the 22d, being off there, he gave chace to three ſail, ſuppoſed to be French; but, after a long purſuit, he could not come up with them. He then proceeded with his fleet to Gibraltar, where he found the ſhips with ſtores and proviſions, of which his ſquadron ſtood very much in need.

The French had ſuffered moſt ſeverely by our cruizers; for, by a memorial which the Comte de Maurepas, Intendant of the Marine, had drawn up by order of the King of France, it appeared that the ſubjects of France ſuſtained loſſes, from the commencement of the war to the 1ſt of September, to the amount of L. 1,700,000 l.; that no leſs than ſeventeen merchants had, in the city of Marſeilles alone, become bankrupts; and that the like misfortune would inevitably befal many others, unleſs their trade was better protected. The French Miniſtry liſtened to the truths recorded in this memorial; and, by the ſailing of their fleets, they had certainly more in view than the ſeeing of M. de Torres ſafe into port. Their ſquadrons became diſperſed; ſome went to North America, others to the Weſt Indies; while ſome returned to Breſt. In order to protect their commerce in the Mediterranean, they had cruizing ſhips quite from the extremity of that ſea, as high as the iſland of Malta. This conduct of the French was not at all pleaſing to the Court of Madrid, who expected they would have joined their fleet at Carthagena, and have acted in conjunction with them, where affairs might have rendered it neceſſary. Vice-Admiral Rowley diſpatched the Turky ſhips, and trade bound to England, under an eſcort of nine ſhips of the line, and, with the reſt of his fleet, returned to Minorca, taking all the ſtore-ſhips along with him.

TRANSACTIONS AT AND NEAR HOME.

It has been obſerved, that Sir Charles Hardy was ſent out with a conſiderable ſquadron, (See Note 35.) to eſcort the trade for Liſbon, and the ſtore-ſhips for Gibraltar, a conſiderable way to the weſtward. He ſailed from England the end of April; and having learned that the French had a fleet cruizing off the coaſt of Portugal, thought to be with a deſign to intercept the trade and ſtore-ſhips, Sir Charles, therefore, proceeded with the whole of the fleet under his command, to the Rock of Liſbon, and ſaw the trade and ſtore-ſhips fairly into the Tagus, on the 3d of May. On the 1ſt, he diſpatched the trade for Oporto, under convoy of the Torrington and Grenada ſloop, with orders to ſee them ſafe over the bar; which they did, and rejoined the fleet on the 4th.

On the 27th of April, Sir Charles Hardy made the ſignal for the Dreadnought and Grampus ſloop to chace; when, after a purſuit of fifty hours, they came up with, and took La Medée, a frigate belonging to the King of France, of twenty-ſix guns, and two hundred and forty men, commanded by M. d' Hocquart.

Early in the morning, on the 8th of May, Sir Charles Hardy made the ſignal for the Northumberland to chace a ſail to the northward, at the ſame time making the ſignal not to chace out of ſight: this, unfortunately, Captain Watſon diſregarded, and did not again rejoin the fleet. In the afternoon he got ſight of three French ſhips of war *, who were bound for the Weſt Indies; but, inſtead of returning to Sir Charles for more force, or to receive his orders, he made ſail towards them. The enemy's ſhips were at a conſiderable diſtance from each other, which gave Captain Watſon a very great advantage over them. The action began about five o'clock. As he advanced, the Mars poured a broadſide into the Northumberland; this was immediately returned; but inſtead of bringing to, and attacking this ſhip, Captain Watſon bore down to the Content, which lay near a mile to leeward. This enabled the enemy to bring their whole force into action, as the Mars immediately followed to the aſſiſtance of her colleague; whereas, had Captain Watſon attacked the firſt ſhip, ſhe muſt have been much diſabled, or forced to ſtrike, before the other ſhip of the line could have come up to her aid. After a bloody and cloſe action, of upwards of three hours, the Northumberland's ſteering wheel was ſhot all to pieces, and the men at it killed: the ſhip, for ſome time, was ungovernable, and flung up in the wind. At this time Captain Watſon was mortally wounded; and the Maſter gave orders to ſtrike, before any of the Lieutenants could get on the quarter-deck to aſſume the command. This meaſure was very much contrary to Captain Watſon's deſire. The enemy ſuffered ſeverely in the action; they had one hundred and thirty men killed and wounded; and their ſails, maſts, rigging, and hulls, greatly damaged. On board the Northumberland,

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* *Ships.*	*Guns.*	*Men.*	*Commanders.*
Mars, - -	68 —	580 —	M. du Perrier.
Content, - -	60 —	480 —	M. de Conflans.
Venus, - -	26 —	250 —	M. d' Aché.

thumberland, eighteen men were killed, and thirty wounded. The ſhip was carried into Breſt.

As ſoon as the officers and crew were releaſed, the conduct of the officers was enquired into, by a court-martial, at Portſmouth, of which Vice-Admiral Stewart was preſident, and Rear-Admiral Medley, and thirteen Captains, were members. All the officers, except the maſter, were moſt honourably acquitted. The Firſt Lieutenant received the thanks of the Court: the Maſter was ſentenced to be impriſoned in the Marſhalſea for life. Had Captain Watſon returned and acquainted Sir Charles Hardy, of his having ſeen three French ſhips of war, in all probability they had all been taken: by his temerity he loſt his life and the King's ſhip. Sir Charles came to an anchor, with the remainder of his ſquadron, at St Helen's, on the 20th of May, not having ſeen any thing of the enemy's fleet.

Soon after the return of Sir Charles Hardy, Vice-Admiral Martin was ordered to ſea with a conſiderable fleet, (See Note 36.); Adminiſtration having received advice, that the ſhips with ſtores and proviſions, deſtined for the uſe of the fleet in the Mediterranean, and which Sir Charles Hardy had ſeen the length of Liſbon, were now blocked up in that port by a ſquadron of French ſhips of war, and prevented from proceeding to Gibraltar, where they were very much wanted. The French fleet, conſiſting of fourteen ſail of the line, and from which Commodore Anſon had a very narrow eſcape, was commanded by M. de Rochambeau. They had left Breſt, either in ſingle ſhips, or, at moſt, two at a time; had rendezvouſed in a particular latitude; and were ſo ſtationed, that, in all probability, they would have intercepted the convoy under the care of Sir Charles Hardy, if he had not had the precaution to proceed with his whole force, and eſcort it as far as the mouth of the Tagus. Being thus diſappointed, M. de Rochambeau reſolved to block up the ſtore-ſhips; which was in a great meaſure diſabling the Britiſh fleet in the Mediterranean, they being in great want of ſupplies of all ſorts.

A ſtrong fleet was immediately ordered to proceed to Liſbon; the command of which was given to Admiral Sir John Balchen, (See Note 37.) who hoiſted his flag on board the Victory, the 19th of July, and ſailed from St Helen's, the 28th. On their voyage to Liſbon, they took ſix French ſhips from St Domingo. M. de Rochambeau having obtained notice of Sir John's approach, very prudently retired to Cadiz. On ſight of the Britiſh fleet, the ſtore-ſhips left their aſylum, and joined Sir John Balchen, who eſcorted them to Gibraltar bay. Sir John having performed this ſervice, ſteered for England with his ſquadron. On the 28th of September, they loſt ſight of Cape Finiſterre, and directed their courſe towards Uſhant. On the 3d of October, they were overtaken by a violent ſtorm: the ſquadron was diſperſed, and drove towards the mouth of the Channel. Several of the ſhips were very much damaged, and in great danger, particularly the Exeter and the Duke. The former loſt her main and mizen maſts, and was under the neceſſity of throwing twelve of her guns overboard to prevent her from ſinking: The latter had all her ſails torn in pieces, and ten feet water in her hold. Vice-Admiral Stewart reached Plymouth, on the 10th of October, with the whole of the fleet, except the Victory.

This ſhip, which was conſidered as the fineſt in the world, was ſeparated from the reſt, on the 4th of October, and was never more ſeen. It is ſuppoſed, that ſhe ſtruck on a ridge of rocks, called the Caſketts, near the iſland of Alderney, on the coaſt of Normandy; as a number of guns were heard during the night, between the 4th and 5th of October, by the inhabitants of that iſland, and the people attending the Caſkett lights. The wind, however, blew with ſuch violence, that no boat durſt venture out to their aſſiſtance. Her crew, including the Admiral, Captain, and Officers, amounted to near a thouſand men; beſides fifty young gentlemen, volunteers, ſons of the firſt nobility and gentry in the kingdom; all of whom periſhed. The loſs of the Victory has been generally imputed to a defect in her conſtruction; ſhe being reckoned too lofty in proportion to her breadth. Many complaints of a like nature were made about this time, againſt the principles on which our ſhips of war were then built.

His Majeſty, on the death of Sir John Jennings, had been pleaſed to appoint Admiral Balchen to be Governor of Greenwich Hoſpital. This appointment he lived to enjoy but a few months; but, in conſideration of his long and faithful ſervices, the King was pleaſed to ſettle a penſion on Lady Balchen, his widow, of 500 l. a year, during her life.

The Solebay, of twenty guns, commanded by Captain Bury, took a regiſter-ſhip from Vera Cruz to Cadiz, of twenty-ſix guns, and one hundred and forty men, paſſengers included. Her cargo conſiſted of about one hundred and ninety thouſand heavy dollars, one thouſand and ninety-five ſerons of cochineal, five hundred and fifty-ſix of indigo, four hundred and twenty-four hides, &c. Captain Bury fell in with her on the 24th of February, and engaged her for near four hours, when ſhe ſtruck; having ſeven men killed, and upwards of twenty wounded, ſeveral of them mortally. The Solebay had only ſeven men wounded. She proved a prize of great value.

The Fly ſloop of war, commanded by Captain Thompſon, took, after a cloſe action of two hours, a Spaniſh privateer, called the N. S. del Roſario, of twelve guns, and one hundred and thirty-five men.

The Phœnix, of twenty guns, commanded by Lord Thomas Bertie, took, after an hour's engagement, a French ſhip, called the Neptune, of twenty-four guns, and eighty men.

The Portmahon, of twenty guns, commanded by the Honourable Captain Aylmer, took the Golden Lion, of three hundred tons, eighteen guns, and ſixty-three men, from the Miſſiſippi, to Rochelle.

The Roebuck, of forty guns, commanded by Captain Sturton, took, after an hour's engagement, a Spaniſh regiſter-ſhip, from St Sebaſtians, for La Guira. Her cargo conſiſted of cordage and bale goods, and ſhe turned out a valuable prize.

Captain William Gordon, of the Hound ſloop, gave chace, on the 29th of July, when off the coaſt of Holland, to a Dunkirk privateer, of ten carriage guns, nine ſwivels, and eighty-one men, and took her after an action of an hour and a half; in which the privateer had five men killed, and many wounded. Captain Gordon alſo retook a ſhip the privateer had juſt taken. For the above very gallant action, Captain Gordon was made a Poſt-Captain.

The Harwich, of fifty guns, commanded by Captain Carteret, on his way from the Baltic to the Nore, fell in with three French privateers, to which he gave chace; and coming up with the largeſt, ſhe ſtruck, after exchanging a broadſide with the Harwich. She proved to be the La Solide of twenty-four guns, and two hundred and two men. She had ſeven men killed, and twenty-one wounded.

Captain Moſtyn, of the Hampton-Court of ſeventy guns, with the Cheſter of fifty guns, Captain Geary, and the Grampus ſloop, Captain Collins, took, in one cruize from the 11th to the 22d of June, the following veſſels :—

Names.	*Maſters.*	*Tons.*	*Guns.*	*Men.*
Jaſon,	Teſſier,	300	16	48
Duc de Penthievre,	Bellin,	300	20	92
Le Mars,	Julian,	350	20	91
Le Solide,	Moreau,	280	18	54
Le St Francis,	Marque,	200	16	48
Le Veſtale,	Laragon,	200	20	98
Les Trois Sœurs,	Macnamara,	200	10	38
La Jenetta,	Heron,	180	18	56
	Total,	2010	138	525

The cargoes of the above ſhips conſiſted of ſugar, indigo, coffee, cotton, hides, cocoa, elephants teeth, gold duſt, and ſome ſpecie.

The loſſes the navy ſuſtained this year, beſides thoſe already mentioned, were as follow :—The Seaford, of twenty guns, Captain Pye, was taken by a French ſquadron from Breſt.

The ſame ſquadron, on their way to the Mediterranean, captured eleven ſail of merchant-ſhips, together with his Majeſty's ſhip Solebay, of twenty guns, commanded by Captain Bury, who was cenſured by a court-martial, for not endeavouring to diſable the ſhips that were ſent in chace of him.

The French alſo took the Grampus ſloop, Captain Collins.

The Spaniards, this year, captured eighty-four Britiſh veſſels in the European ſeas, and thirty eight in America ; in all one hundred and twenty-two : While the Britiſh took from them, one hundred and nineteen veſſels in Europe, and ſeventy-five in America. If the amount of the loſſes which the Spaniards ſuſtained by Commodore Anſon, in the South ſeas, are added to this, the balance will be nearly 1,000,000 l. in favour of Britain.

The French, from the commencement of the war, viz. from March 24. to December 31. 1744, took two hundred and twenty eight Britiſh veſſels in Europe and America, valued at 798,000 l.: and in the ſame ſpace of time, the Britiſh took from them, three hundred and forty-ſix veſſels, in Europe and America, valued at 1,211,000 l. To this muſt be added, the value of the prizes taken by Commodore Barnet in the Eaſt Indies, amounting to 360,000 l., making, in all, 1,571,000 l.; the balance in favour of Britain, being, 773,000 l. The French merchants ſtated the loſſes they had ſuſtained, to their Miniſtry, at a much greater ſum.

The captures above enumerated, were not all the diminutions the Britiſh navy ſuſtained. Its loſſes, from hurricanes, and other accidents, were conſiderably greater than the combined fleets of France and Spain had occaſioned. We have already mentioned the loſs of the Victory; beſides which, on the 21ſt September, the Colcheſter, of fifty guns, and four hundred men, as ſhe was proceeding from the Nore to the Downs, unluckily ſtruck upon the ſands between the Long Sand and the Kentiſh Knock, about ſeven o'clock in the evening. It was ten o'clock before they could get a boat out, to ſend for aſſiſtance; when a lieutenant and thirteen men got into one, and made the beſt of their way to Harwich; during which time, the lights were put in the ſhrouds, and many guns fired as ſignals of diſtreſs. Theſe laſt were anſwered by the Royal Sovereign, at the Nore; but, as the wind then blew hard, they could ſend them no aſſiſtance. It was found neceſſary to ſcuttle the ſhip; and in this dangerous ſituation did they remain till the 23d, when the boat returned from Harwich, with ſix fiſhing veſſels; but, from the roughneſs of the ſea, they could not get to the wreck till the following morning. Three hundred and ſixty-five men were taken out alive; the ſick, being ſixteen, unfortunately periſhed; together with thirteen who were drowned in attempting to ſave themſelves in the long-boat: the Colcheſter was ſoon after buried in the ſands. A court-martial moſt honourably acquitted the Captain and Officers;

but the pilot, for his negligence, was ſentenced to ſuffer two years impriſonment.

On the 29th of November, the Rye, of twenty guns, and one hundred men, commanded by Captain Ormond Thompſon, was run aſhore, about ſix leagues from Yarmouth. The veſſel was loſt; but the crew were ſaved by ſome veſſels who went to their aſſiſtance.

An EPITOME *of* COMMODORE ANSON'S VOYAGE.

IN the year 1739, when a war with Spain was found inevitable, it was thought adviſeable by thoſe then in power to attack that Crown in its diſtant ſettlements; and this was planned in the hope of cutting off the principal reſources of the enemy, by depriving them of the annual returns of treaſure, which alone enabled them to carry on a war. After various deliberations, an expedition of this kind was reſolved upon; and it was agreed, that George Anſon, Eſq; then Captain of the Centurion, was the moſt proper perſon to be employed as Commander in Chief.

Mr Anſon was in conſequence ordered in from a cruize; and, on the 10th of November, he received a letter from Sir Charles Wager, directing him to attend the Board of Admiralty. He was there informed, that two ſquadrons were to be fitted out, and to act in concert with each other: That Mr Anſon's ſquadron was to proceed to Manilla, (ſituated in Luconia, one of the Philippine iſlands), and that he was to take on board three independent companies of a hundred men each, and Bland's regiment of foot: That Colonel Bland was likewiſe to embark, and command the land forces: That the other ſquadron was to be of equal force with his, and was to paſs round Cape Horn into the South Seas, there to range along the coaſt, and annoy the enemy in various ways; after which, they were to join Mr Anſon's ſquadron at Manilla, refreſh their men, refit their ſhips, and receive further orders reſpecting their future deſtination.

It has ſince appeared, from intercepted letters, that Panama and the other Spaniſh ſettlements in the South Sea, were at this time in a very defenceleſs ſtate; and even for near a year after war was declared. A proof, that this well-projected plan, had it been ſpeedily executed, might have been at once a glory to the nation, an honour to individuals, and a ſevere blow to the enemy. But when Mr Anſon attended the Admiralty, in the beginning of January, he was informed by Sir Charles Wager, that, for reaſons unknown to him, the expedition to Manilla was laid aſide. Mr Anſon was evidently hurt by this unexpected information. Sir Charles, however, ſoftened the diſappointment, by informing Mr Anſon, that the expedition to the South Sea was ſtill intended; and that he was deſtined to command the ſquadron on that ſervice. Accordingly, on the 28th of June 1740, his Majeſty's inſtructions were delivered to him by the Duke of Newcaſtle, principal Secretary of State.

The equipment of the ſquadron was carried on with all poſſible expedition, on the part of the Commodore; but being ſhort of their complement of men by three hundred, and finding it very difficult to make up that deficiency of ſeamen, after a very long delay, Mr Anſon was ordered to take on board a hundred and ſeventy men only, of which number thirty-two were from the hoſpital and ſick quarters, and thirty-ſeven from the Saliſbury; to which were added three officers of Colonel Lowther's regiment, with ninety-eight marines; theſe being all that were ever granted to make up the before-mentioned deficiency.

In place, too, of the land forces at firſt intended to be ſent with them under Colonel Bland, they were allowed five hundred invalids, to be collected from the out-penſioners of Chelſea College. This detachment of poor, helpleſs, decrepid creatures, Mr Anſon received with pain*.

It was next propoſed, that Mr Anſon ſhould take with him two perſons under the denomination of agent victuallers, who were to carry out goods to a great amount, in order to barter them with the natives for proviſions. The two gentlemen appointed for this ſervice, had been in the Spaniſh Weſt Indies, in the South Sea Company's ſervice; and, from their knowledge of the coaſt, it was ſuppoſed they might be of eſſential ſervice to the ſquadron. The Commodore, however, was of a different opinion; and it proved in the ſequel, that he judged rightly, with regard to this ſcheme. Of the 15,000l. which was to be the amount of their cargo, Government agreed to advance them ten thouſand upon intereſt, while the remaining five thouſand was to be raiſed on bottomry bonds. This was the full amount of the ſum laid out on goods. Theſe goods were at firſt ſhipped on board the Wager; but afterwards, while at St Catharine's, the Commodore took ſome of the leaſt bulky commodities on board the ſhips of war. The articles that remained in the Wager, were loſt with that veſſel; and thoſe which had been put on board the ſhips of war, not being diſpoſed of on the coaſt, were brought home, and ſold conſiderably under value.

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* For further particulars reſpecting theſe unhappy veterans, the reader is referred to pages 60th, 61ſt, and 62d, of this work.

This ſquadron, which was firſt appointed in the beginning of January, did not ſail till the 18th of September 1740, owing to various cauſes; ſuch as, orders and counter-orders, deſertion, and other incidents that occurred ſucceſſively till this late ſeaſon. The ſquadron conſiſted of the following ſhips:—

Ships	*Guns.*	*Men.*	*Commanders.*
Centurion,	60	400	George Anſon, Eſq; Commodore.
Glouceſter,	50	300	Richard Norris.
Severn,	50	300	Honourable Ed. Legge.
Pearl,	40	250	M. Mitchell.
Wager,	28	160	Dandy Kidd.
Trial,	8	100	Honourable George Murray.

Together with two victuallers, the Anna and Induſtry pinks. Theſe two veſſels were to be diſcharged when the ſhips of war could conveniently take their proviſions on board.

Before Mr Anſon ſailed, he had the mortification to learn from a perſon juſt arrived from Panama, that the Spaniards were well informed of the ſtrength and deſtination of his ſquadron; and that they had, in conſequence, fitted out a fleet to oppoſe him.

On the 25th of October, the Commodore anchored in Madeira road.

The Governor here informed him, that a ſquadron, conſiſting of ſeven or eight ſhips of the line, had paſſed to the weſtward a few days before his arrival; that he believed them to be Spaniſh ſhips; but knew nothing further. A ſwift-ſailing ſloop was immediately diſpatched by the Commodore, to go in their track, and, if poſſible, to gain ſome information reſpecting them. After a long purſuit, ſhe returned, without being able to get ſight of them.

Theſe ſhips afterwards proved to be that ſquadron, commanded by Don Joſeph Pizarro, which was fitted out on purpoſe to fruſtrate the deſigns of the Britiſh fleet, to which, in ſtrength, they were greatly ſuperior. Their diſaſtrous fate, although not effected by our force, was yet a fortunate circumſtance for this country; and as every movement they made, was of conſequence to the Britiſh nation, a ſhort account of their proceedings becomes a neceſſary part of the narrative of this voyage.

The ſquadron continued about a week at Madeira; during which time, Captain Richard Norris obtaining leave to return to England, the Commodore appointed Captain Matthew Mitchell to the command of the Glouceſter; Captain Kidd was removed from the Wager to the Pearl, and Captain Murray from the Tryal to the Wager, the command of the Tryal being given to Lieutenant Cheap. He then informed the Captains, that they were firſt to rendezvous at St Jago, and next at St Catharine's, on the coaſt of Brazil. They ſailed from this iſland on the 3d of November.

The Spaniſh ſquadron conſiſted of the following ſhips, under the command of Don Joſeph Pizarro: The Aſia, of ſixty-ſix guns, and ſeven hundred men—this was the Admiral's ſhip; the Guipuſcoa, of ſeventy-four guns, and ſeven hundred men; the Hermiona, of fifty-four guns, and five hundred men; the Eſperanza, of fifty guns, and four hundred and fifty men; the St Eſtevan, of forty guns, and three hundred and fifty men; and a patache of twenty guns. They had on board their full complement of ſailors and marines, and carried beſides an old regiment of foot, to reinforce their garriſons in the South Seas. They ſteered for the river Plate, where they arrived on the 5th of January, and anchored in the bay of Maldonado, at the mouth of that river. As they had left Spain with only four months proviſions, a ſupply was highly neceſſary. While they waited for this ſupply, the treacherous Governor of St Catharine's informed them of Mr Anſon's arrival at that iſland on the 21ſt of December, and of his preparing to put to ſea again as faſt as poſſible. This intelligence was an effectual ſpur to Pizarro, who ardently wiſhed to get round Cape Horn before the Britiſh fleet, and to meet them firſt in the South Seas.

Notwithſtanding their precipitation, which, in the end, proved fatal, by aggravating the calamities that afterwards befel them; Mr Anſon put to ſea from St Catharine's, four days before Pizarro failed from Maldonado, which he did on the 22d of January, without waiting for the proviſions from Buenos Ayres, which he ſo much needed. He had at this time every thing to fear from an attempt ſo hazardous as that of doubling Cape Horn at the moſt tempeſtuous ſeaſon of the year, with ſailors little able to bear the fatigues and hardſhips attending ſo dangerous a navigation. As an encouragement to undertake a duty more ſevere than they had ever been accuſtomed to, each ſailor had part of his pay advanced to him in European goods, which they were to be permitted to diſpoſe of in the South Seas.

On their paſſage to Cape Horn, the two ſquadrons were at one time ſo near to each other, that the Pearl, one of Commodore Anſon's fleet, being ſeparated from the reſt, fell in with the Spaniſh ſhips. The Aſia diſplaying a pendant ſo like Mr Anſon's, effectually deceived the Pearl; which ſhip was within gun-ſhot before ſhe perceived her miſtake, and narrowly eſcaped being taken. This was another proof of the good information they had, reſpecting the Britiſh ſquadron.

By the end of February, Pizarro had run as far as Cape Horn; and on the laſt day of that month, when ſtanding to the weſtward, in order to double it, the Guipuſcoa, the Hermiona, and the Eſperanza, were ſeparated from the Admiral; and, on the 6th of March, the Guipuſcoa was ſeparated from the other two. A violent ſtorm aroſe at north-weſt, which drove the whole ſquadron to the eaſtward, and obliged them to bear away for the river Plate, where Pizarro in the

Aſia arrived about the middle of May; and a few days after him the Eſperanza and the Eſtevan: The Hermiona, it was ſuppoſed, had foundered at ſea, as ſhe was never more heard of; and the Guipuſcoa was run aſhore, and ſunk on the coaſt of Brazil.

It is not in the power of words to give a competent idea of the various calamities that befel this diſaſtrous fleet. Their ſhips torn to pieces by tempeſts, while famine, fatigue and diſeaſe, deſtroyed more than half the numbers that eſcaped ſhipwreck. On board the Aſia, to ſuch miſery were they reduced, that a rat at one time ſold for four dollars; and a wretched ſailor lay four days in the ſame hammock with the corpſe of his deceaſed brother, that he might receive his allowance of proviſions. In addition to all this, a diabolical conſpiracy was diſcovered among the marines: they intended to have maſſacred the officers and crew; and all this merely to have their craving appetites ſatisfied, by appropriating the whole ſhip's proviſions to themſelves.

In October of the following year, the Aſia and Eſtevan again ſet ſail for Cape Horn, when the latter run on a ſhoal, by which ſhe was rendered uſeleſs, and, in conſequence of it, broken up. The Aſia proceeded alone, met with new diſaſters, and returned once more to the river Plate in great diſtreſs.

The Eſperanza, (which, with the Aſia, was all that now remained of the Spaniſh fleet), ſailed in November 1742 for the South Seas, and arrived ſafe on the coaſt of Chili; there ſhe remained: while her Commander Mindinuetta, and Pizarro, after great animoſities, returned by land to Buenos Ayres; and in the year 1745, they found at Monte Vidio, the Aſia, which they had left there three years before. Pizarro being deſirous of bringing her to Europe, uſed every means in his power to procure hands for navigating her. One hundred Spaniſh ſailors, however, were all he could find. He therefore preſſed the inhabitants of Buenos Ayres, putting on board all the Engliſh priſoners, with a number of Portugueſe ſmugglers, and alſo ſome of the native Indians. Among the laſt mentioned was a Chief, whoſe name was Orellano, and ten of his followers. He belonged to a powerful tribe, and was himſelf of a proud and intrepid ſpirit. Although apparently patient, yet, inwardly ſtung to the heart for the indignity and brutal cruelty with which the Spaniards had treated him, he, for ſome time, meditated revenge. The firſt ſtep he took, was to ſound the Engliſh priſoners, to whom he would have diſcloſed his deſigns, had he found them in the ſame temper of mind with himſelf; but as this was not the caſe, he, with a cool, determined courage, reſolved to truſt alone to his ten faithful followers, who had experienced, like himſelf, the moſt barbarous uſage, and who were actuated by the ſame ſpirit that rouſed him to the following daring act of heroiſm.

His countrymen, then, agreed to obſerve his directions, and to execute his commands. Meaſures were accordingly ſoon ſettled, and weapons prepared. Theſe were a ſort of Dutch knives, ſharp at the point; and they ſecretly cut thongs from raw hides, fixing to each end of theſe thongs double-headed ſhot of the ſmall guns. About nine in the evening, when many of the principal officers were on the quarter-deck, Orellano and his companions in an inſtant met together, and drew towards the door of the great cabin. All orders but that of their chief were diſregarded. At his command, four of them drew off towards the gang-ways. Orellano then placed his hands hollow to his mouth, and bellowed out the war cry. This hideous yell was the ſignal for carnage; and inſtantly the ſix, with their chief then on the deck, made a deſperate attack, and laid about forty Spaniards at their feet, twenty of whom were killed outright. Many of the officers fled into the great cabin, which they kept cloſely barricaded; while the greater part of the crew eſcaped by going aloft, where the Indians could not follow them.

Theſe eleven deſperate men kept ſome hours poſſeſſion of the quarter-deck of a ſhip mounting ſixty-ſix guns, and manned with near five hundred men. When calm recollection took place of confuſion and terror, Pizarro and Mindinuetta, who were both ſafe in the cabin, found means of converſing with thoſe in the gun-room, and between decks, from whom they ſhortly after received aſſiſtance. With aſtoniſhment they learned, that the mutiny and maſſacre was alone the deed of this daring chief and his ten unfortunate countrymen. Having procured ammunition, they fired ſeveral ſhot at the Indians on the quarter-deck; and at laſt Mindinuetta had the good fortune to kill Orellano dead on the ſpot; on which his faithful followers, ſtruck with grief and deſpair, inſtantly leaped into the ſea, where they all periſhed.

Pizarro, relieved from danger, proceeded on his voyage, and arrived ſafe on the coaſt of Gallicia, in the beginning of the year 1746. This expedition coſt the Spaniards above three thouſand ſailors, four conſiderable ſhips of war, and a patache.

But, to return to Mr Anſon. He had arrived at St Catharine's on the 21ſt of November, at which time his ſeamen were, in general, very ſickly. He uſed every means to reſtore them to health; had his ſhips refitted with all poſſible expedition; and, on the 18th of January 1741, again put to ſea. In this iſland, famed for its hoſpitality, freedom, and conveniency, they found proviſions, accommodations, and friendly offices, fall ſhort of expectation. Before leaving St Catharine's, each Captain received his orders, containing the ſucceſſive places of rendezvous from thence to the coaſt of China;—firſt at Port St Julian;—ſecond at the iſland Noſtra Senora del Secora;—then to proceed to Juan Fernandez: and when no more ſubſiſtence could be had in thoſe ſeas, to ſail for Macao, and from thence for England.

The fleet was ſeparated on the third day after leaving St Catharine's, by a violent ſtorm, and thick fog. They all, however, joined again the following day, except the Pearl. This veſſel was abſent a month, during which time ſhe narrowly eſcaped being taken by Pizarro. Her Commander Captain Kidd dying, he was ſucceeded by the Honourable Captain Murray. Captain Cheap obtained the command of the Wager; and Lieutenant Charles Saunders of the Centurion, ſucceeded Captain Cheap in the Trial ſloop.

They arrived at Port St Julian the 18th of February, where their ſhips underwent the neceſſary repairs. The Commodore then informed the Captains, that his orders were, to ſecure ſome port in the South Seas, there to careen, and refit. He propoſed, at the ſame time, an attack upon Baldivia, the principal ſettlement on the frontier of Chili. This being agreed to, and inſtructions given in conſequence, the ſquadron ſtood out to ſea, on the 27th of February.

On the 5th of March, they firſt diſcovered the land of Terra del Fuego, and, in two days more, they opened the Straits of le Maire. The wind and tide, now in their favour, ſoon turned againſt them, and proved a beginning of tempeſts, toils, and dangers, ſcarcely to be paralleled. During three tedious months, they experienced a combination of all the calamities to which ſeamen were ever expoſed; for the currents drove them ſo rapidly to the eaſtward, that they loſt their reckoning, which had nearly proved their ruin; while, on the 24th of April, the fleet was entirely ſeparated, nor did they meet again till they reached the iſland of Juan Fernandez. In addition to their misfortunes, the ſcurvy had of late made great havock among them; carrying off, in the Centurion alone, twenty-four men in the month of April, and double that number in May.

The Centurion at laſt weathered Cape Horn, but continued to ſtruggle with very tempeſtuous weather. She proceeded northward, however, to the firſt rendezvous; the Commodore reſolving to remain cruizing for ſome time, in hopes of meeting with the reſt of the ſquadron. On the 23d of May, they encountered a tempeſt ſtill more furious than any they had yet met with; in the courſe of which, their ſails were torn to pieces, and the rigging was ſo much damaged, that the maſts were expected every moment to go by the board. The crew were quite exhauſted; and they muſt inevitably have been wrecked on the iſland of Chiloe, if the wind had not ſhifted, and enabled them to ſtand off the land. After this, the weather became fine, and they repaired their damages in the beſt manner poſſible; but ſeeing nothing of their companions, they ſteered for the iſland of Juan Fernandez, which, by their reckoning, they expected to ſee on the 28th of May; but not then falling in with it, they were afraid they had gone too far to weſtward. This was a dreadful thought to perſons circumſtanced as they were; the ſcurvy having now got to ſuch a height, that they buried four, five, and ſometimes ſix men, in a day.

On a conſultation of the Commodore and his officers, they reſolved to ſteer to the weſtward; and, on the 30th of May, got ſight of the continent of Chili, when they tacked about, and made for the iſland of Juan Fernandez, of which they got ſight on the 9th, and anchored there the 10th of June.

Although this laſt trip coſt the lives of near fourſcore of the crew, yet it was the means of preventing the expedition from being totally defeated; for, had they made the iſland on the 28th of May, they would, in all probability, have been made priſoners. The Viceroy of Peru having received advice of a Britiſh ſquadron being in the South Seas, fitted out two large ſhips, of thirty guns each, and ſome veſſels of ſmaller force, and ſent them to Juan Fernandez, to endeavour to take, or deſtroy, any of the ſquadron they ſhould find there. This force was ſufficient to have captured the whole armament, in its then diſtreſſed ſtate: the Centurion could ſcarcely have fired a couple of guns. The enemy was at the iſland on the 28th of May; but not finding any ſhips there, they returned to Calloa.

When the Britiſh ſquadron arrived at Juan Fernandez, they were ſo much reduced by fatigue and diſeaſe, that only ten men could be muſtered on a watch to do duty. Mr Anſon exerted himſelf, with the greateſt activity, for the good of his people. They were joined, a few days afterwards, by the Trial ſloop, in as bad a condition as the Centurion. The Glouceſter appeared on the 21ſt of June, and reached the iſland the 23d of July: ſhe was followed by the Anna pink, about the middle of Auguſt, and her ſtores proved a ſeaſonable ſupply.

The Severn and Pearl, were ſeparated from the Commodore off Cape Horn: they, with difficulty, reached Brazil, and afterwards proceeded to Europe.

The Wager had been parted from the ſquadron off Cape Noir. On the 14th of May, in forty-ſeven degrees ſouth latitude, ſhe fell in with the land. Captain Cheap and his crew uſed their utmoſt exertions to get her clear; but it was to no purpoſe: She ſoon run upon a ſunken rock, bulged, and grounded between two ſmall iſlands very near the ſhore. Moſt of the crew were ſaved. But all ſubordination being now at an end, a mutiny enſued, which the officers were unable to ſuppreſs. One Coſens, a midſhipman, and ringleader in the miſchief, was unfortunately ſhot by Captain Cheap. Some months elapſed without bringing about any cordiality between the parties. The Captain, with the few that adhered to him, had the long-boat lengthened, with a deſign of proceeding to Juan Fernandez. This the malcontents would not agree to: they were reſolutely bent on going firſt to the coaſt of Brazil, and from thence to Britain. In purſuance of this plan, about the middle of October, eighty of them, under the conduct of Mr Bulkeley, ſeized on the long-boat and cutter, and ſet ſail, leaving nineteen behind. Of this voyage, Mr Bulkeley has publiſhed a narrative; adding to it a vindication of his own and his companions' conduct.

The Captain, and his friends, ſailed with the barge and yawl, on the 14th of December. They encountered violent ſtorms; and while on ſhore in queſt of proviſions, their yawl was ſunk; by which accident, they loſt one man. The barge was not of ſufficient largeneſs to contain the eighteen that remained, which laid them under the cruel neceſſity of leaving four marines on a deſolate ſhore. Having put to ſea again, and meeting with the ſame tempeſtuous weather, they returned to Wager Iſland, from whence they came. It was now the middle of February; and theſe diſtreſſed people were nearly worn out with fatigue and hunger, when two canoes arrived, in one of which they found a native of Chiloe, that could ſpeak Spaniſh. He agreed to conduct them to the Spaniſh main, and proved faithful to his promiſe.

On the 6th of March, eleven perſons embarked in the barge. They had not been many days at ſea, when Captain Cheap, Lieutenant Hamilton of marines, Mr Elliot the ſurgeon, the Honourable Mr Byron, Mr Campbell, and two midſhipmen, happened to go on ſhore. The ſix people left on board, with one Indian, carried off the barge, and never more returned. But to the great comfort of theſe diſtreſſed gentlemen, their friend from Chiloe procured canoes, and carried them ſafe to that iſland, by the beginning of June; except Mr Elliot the ſurgeon, who died on the voyage.

After ſome ſtay at the iſland of Chiloe, they were ſent to Valpairaiſo, and from thence to St Jago, the capital of Chili, where they continued more than twelve months. Here they fortunately met with a perſon of the name of Don Patricio Ged, a Scotſman, who had been long ſettled as a phyſician there: he behaved to them with all the kindneſs of a parent, and parted from them with the utmoſt regret. On receiving advice that a cartel was ſettled between Great Britain and Spain, they were permitted to take their paſſage to Europe on board a French ſhip. A narrative of this very extraordinary voyage, was publiſhed by Mr (ſince Admiral) Byron, in 1768.

At Juan Fernandez, Commodore Anſon was very active in preparing for their departure. The Anna pink, judged unfit for ſervice, was broke up, and her crew put on board the Glouceſter, which had but eighty-two remaining, of three hundred ſeamen; and two out of forty-eight marines; all her invalids being dead. The Centurion loſt forty-ſix out of fifty invalids, and ſixty out of ſeventy marines; the whole crew being reduced to two hundred and fourteen.

By the beginning of September, the ſhips were in tolerable condition for ſea, and the ſurviving ſeamen had recovered their health and ſpirits; when they ſpied a ſail, which the Commodore was eager to purſue, and, with new hopes, left this delightful iſland. They had the good fortune to take ſeveral prizes off the coaſt of Chili; and the intelligence received from their priſoners concerning Pizarro's diſaſtrous fate, was of the utmoſt conſequence to Mr Anſon.

The Trial ſloop became ſo very leaky, that they were obliged to ſink her, after putting her officers and crew on board a prize ſhe had taken.

On the 10th of November, they captured a rich veſſel that had many paſſengers on board; one of whom, an Iriſhman, who had travelled all over the kingdoms of New Spain as a pedlar, informed Mr Anſon, that the Governor of Paita was in daily expectation of his landing there; and that, in conſequence of his fears, he was removing the treaſures of the place many leagues up the country. This determined the Commodore to proceed, without loſs of time, for Paita; and, judging it moſt proper that the boats ſhould make the attack, the barge and pinnaces were manned and armed accordingly. The direction of this enterprize was given to Lieutenant Brett, who had the advantage of an excellent pilot; Mr Anſon having prevailed with one of his priſoners to conduct them aſhore, and be their guide after landing. The darkneſs of the night favoured the deſign; and the place might have been taken by ſurprize, had not the ſhips in the road perceived them, and fired a muſket, which alarmed the town. The fort fired immediately, but without effect; and they abandoned it before Mr Brett and his people reached the town, the inhabitants flying at their approach.

The Governor, whom they wiſhed to ſecure, made his eſcape half-naked, leaving his fine clothes behind; in which rich trappings, ſome of the ſailors equipped themſelves. This was quickly followed by their companions, who eagerly ſeized the ſplendid habits and ornaments of the Spaniards; ſuch as bag wigs, laced hats, &c. &c. The female finery ſhared the ſame fate; ſo that Mr Brett, on ſeeing theſe groteſque figures, ſcarcely knew them to be his own people. They carried off from the town of Paita, about 30,000l. Sterling in ſilver, beſides many valuable effects; after ſecuring which, they ſet fire to the town. Of ſix veſſels that they found in the bay, the Commodore ordered five to be ſcuttled and ſunk; the largeſt and beſt, called the Solidad, he carried with him, giving the command to Lieutenant Hughes of the Trial.

When the ſquadron ſailed from Paita, the 16th of November, it conſiſted of ſix ſail; viz. the Centurion, the Trial's prize, Carmelo, Tereſa, Carmin, and Solidad.

Upon their firſt landing at Paita, Mr Anſon ſent all his priſoners ſafe on ſhore; ſome of whom were people of diſtinction; they had been treated with the greateſt humanity and politeneſs, and left him full of gratitude for the kind treatment they had received from him.

On the 18th, they were joined by the Glouceſter; ſhe had taken two rich prizes ſince leaving Juan Fernandez.

All thoughts of an attack on Panama were given up, from the time Mr Anſon learned from papers found on board a prize, that the Engliſh expedition againſt Carthagena had miſcarried. He therefore bore away for Acapulco, in hopes of intercepting the Manilla galleon, which he underſtood was then at ſea. It was happy for the Spaniards, that the winds proved very unfavourable for Mr. Anſon, ſo that the galleon arrived on the 9th of January, twenty days before the Engliſh ſquadron got off that port. In order to quicken their progreſs, the Commodore had the Tereſa and Solidad burnt at ſea, as they ſailed heavily, and retarded the fleet.

The hopes of the Engliſh were ſtill kept alive, by their ſurpriſing a canoe with three negroes, who informed them, that the galleon was to ſail again from Acapulco the 3d of March.

This information raiſed their ſpirits; and, with eager expectation, they cruized till the long-looked for day arrived—but no galleon! They continued to no effect on that ſtation, till it was abſolutely neceſſary to go in queſt of a watering place. The Commodore then made for Chequetan, where he repaired the Centurion and Glouceſter, and furniſhed them with a good ſupply of ſeamen, which they were in great need of, by breaking up the Carmelo, Carmin, and Trial's prize.

On the 28th of April, they ſailed from Chequetan, and proceeded for the river Canton in China, being deſtitute of every neceſſary, and having no longer any hopes of the galleon. By the end of June, they fell in with the trade winds; but before the end of July, they were greatly retarded by weſterly winds; and the Glouceſter, having been in a very bad condition from the time they left Chequetan, became now a perfect wreck. Captain Mitchell and all his officers ſigned a memorial, ſetting forth her irreparable ſtate; that ſhe had ſeven feet water in her hold, by which her proviſions were rendered uſeleſs; that out of her greatly diminiſhed crew, only ſixteen men and eleven boys were able to keep the deck. The Commodore, who had been much diſtreſſed by a leak in the Centurion, gave orders that Captain Mitchell ſhould ſend all his hands on board her; and, after ſaving what ſtores they could, to deſtroy the Glouceſter. The money, with ſome of the goods, and a few of the ſhip's ſtores, were ſaved; and, on the 15th of Auguſt, ſhe was ſet on fire, and ſoon blew up.

The Centurion's leak being patched up, they continued their voyage in a diſtreſſed ſtate, the ſcurvy raging as formerly. On the 26th, they got ſight of three of the Ladrone iſlands, Saypan, Tinian, and Aquignan. They ſteered for Tinian; a moſt delightful ſpot, uninhabited, or but occaſionally reſorted to by the Indians. Here Nature may be ſaid to ſmile, having bountifully beſtowed on this happy iſland, all that is conducive to the health, ſubſiſtence, and enjoyment of mankind. The Centurion's diſtreſſed crew ſoon felt themſelves relieved by the vegetables and healthful air of this fertile place. Had the ſea-coaſt proved equally favourable, Mr Anſon might here have enjoyed a temporary tranquillity: but, unfortunately, no good anchorage was to be found; neither was there any ſhelter againſt the weſtern monſoons. Although every precaution was uſed in ſecuring the Centurion, ſhe was driven out to ſea by a violent guſt of wind on the 22d of September, while Lieutenant Saumarez commanded her, the Commodore being on ſhore ſick, with a hundred and thirty of his people. Their anxiety and deſpair, during fourteen days that the Centurion was at ſea, is not to be expreſſed, and can only be equalled by the extreme joy they felt on her regaining the iſland. On the 14th of October, ſhe was driven to ſea a ſecond time, but returned in two days; after which Mr Anſon embarked with all poſſible ſpeed, and left Tinian on the 21ſt. On the 9th of November they made the main land of China, and were conducted to Macao, at the mouth of the river Canton, by a Chineſe pilot; where they arrived on the 12th; happy to find an amicable port, and civilized country, and which could furniſh them with a ſupply of thoſe naval ſtores they ſo much needed.

Mr Anſon was adviſed not to enter the river Canton, where they would exact duties that he was reſolved not to pay, but to heave down, and careen at Typa, ſix miles from Macao. When there, he conſulted with the merchants how he ſhould addreſs the Viceroy of Canton for a ſupply of proviſions, and hands to aſſiſt in heaving down his ſhip. They referred him to ſome Chineſe agents, who cajoled him with promiſes for a month, to no effect. His next ſtep, was to write to the Viceroy, and lay before him a true ſtate of the caſe.

After much difficulty, and long delay, this letter was at length delivered, and had the deſired effect. A daily ſupply of proviſions was regularly delivered. A Mandarine, with two carpenters, were likewiſe ſent to examine the ſtate of the ſhip. It was not, however, till after many long debates in the Council of Canton, that the Viceroy gave his warrant for refitting the Centurion, and ſupplying her with naval ſtores: and as the Chineſe work ſlowly, it was the 1ſt of April before ſhe was ready for ſea.

On the 19th, when fairly clear of the land, the Commodore informed his people of his intention to cruize off the Philippine iſlands, with well founded hopes of falling in with the Manilla galleon. His crew immediately caught that ſpirit which inſpired their leader, and purſued their voyage

age with cheerful hearts, and very ſanguine expectations; of which the following is a proof. The Commodore aſked his butcher, why he had no mutton at his table? He received for anſwer, "That he had but two ſheep alive, and hoped his "Honour would not be offended, if he kept thoſe to entertain "the General of the galleon."

On the laſt day of May, they came in ſight of Cape Spirito Santo, where they continued cruizing till the 20th of June, when the galleon appeared, with the ſtandard of Spain flying at her top-gallant-maſt-head. She bore down upon them; and an engagement enſued, which laſted an hour and a half, when the galleon ſtruck, having ſixty-ſeven men killed in the action, and eighty-four wounded. Among the latter was the General, Don Jeronimo de Montero, who was a brave and ſkilful officer. On board the Centurion they had two men killed, and ſeventeen wounded.

This prize, named the Noſtra Signora de Cabadongo, was much larger than the Centurion. Her cargo was worth 400,000 l. Sterling. The Commodore appointed his prize a poſt-ſhip, and gave the command to Mr Saumarez his firſt Lieutenant. After properly ſecuring his priſoners, who were double the number of his crew, Mr Anſon ſteered once more for Canton, and arrived off Macao on the 12th of July. He again requeſted proviſions by a letter to the Viceroy, and at the ſame time offered to make him a viſit. This demand was complied with. The Viceroy begged Mr Anſon would ſet at liberty the Spaniſh priſoners, leſt the Emperor ſhould learn that his allies were in confinement in his dominions. Of this he made a great merit, although, ſecretly, it was the thing he moſt wiſhed for; and they were accordingly ſet at liberty. They left the Centurion full of admiration at the humane and generous treatment they had received from Mr Anſon.

From July to October, this artful, fraudulent, and deſigning race, (the Chineſe), laid ſnares to circumvent the Commodore and his people. In hopes of putting an end to their chicanery, and of getting his buſineſs quickly finiſhed, Mr Anſon ſet out for Canton in his barge, attended by all his own boats, and likewiſe by thoſe belonging to the Britiſh Eaſt India Company's ſhips, which greatly augmented his retinue. It proved a happy circumſtance for the mercantile people, that he went there thus attended, as a fire broke out, which would in all probability have deſtroyed the city, had he not, by his ſkill and activity, and the ſpirited aſſiſtance of his ſailors, got it extinguiſhed. It conſumed a hundred ſhops, and eleven ſtreets full of warehouſes.

Mr Anſon paid his intended viſit to the Viceroy on the 13th day of November. He was moſt politely received, placed near his perſon, and had his thanks for the great aſſiſtance his people afforded at the fire.

He then granted an order for putting the neceſſary proviſions on board the Centurion. This great point being ſettled, the Commodore took his leave, and returned to Macao, where he ſold his prize for ſix thouſand dollars; a price not adequate to her value, but which he accepted, being impatient to return to England, and to carry there the firſt accounts of his taking the galleon.

October the 15th, 1743, the Centurion ſailed for England; reached the Cape of Good Hope the 11th of March; and, on the 15th of June 1744, the Commodore completed his voyage round the world, and arrived ſafe at Spithead.

He there learnt with aſtoniſhment, that under cover of a thick fog, he had paſſed through a formidable French fleet at the mouth of the Channel*.

1745.

The events of this year afford a wonderful variety of materials for the Hiſtorian; and clearly demonſtrate to Great Britain, that violent faction at home, is more detrimental to her intereſts than many foreign enemies. From this cauſe ſolely, ſhe was this year brought to the brink of ruin. The Miniſtry were but newly ſeated in office, and were much employed in making all the neceſſary arrangements to render their ſituation ſecure. However willing they might be, they had ſcarcely time to have made any great alterations in the political ſyſtem of their predeceſſors. They therefore agreed to ſupport the Houſe of Auſtria, although the nation in general was very much averſe from a Continental war, clearly foreſeeing that this country could reap no benefit from it. France had now thrown off the maſk, and declared war; yet that event was ſo far from being terrible, that the King went, in full ſecurity, to paſs the ſummer in his German dominions; where he had but newly arrived, when he received certain advice, that France had privately conveyed the Pretender's eldeſt ſon to Scotland, in which country a rebellion ſoon after commenced, whoſe progreſs, for a while, was extremely alarming. It rouſed the Miniſtry from a ſort of lethargy; while public ſpirit ſpread, undiminiſhed, its generous flame from one end of the kingdom to the other. Ruin, indeed, ſtared us in the face; and nothing but the national ſtrength, brought properly into action, could poſſibly have ſaved us. Faction, for a while, hid her hydra head; and Adminiſtration received aſſiſtance from a ſet of truly illuſtrious patriots, who, forgetting all party diſtinctions, nobly made a tender of their ſervices to the public. Their honeſt efforts, thank Heaven, prevailed; and preſerved a Conſtitution, the glory and boaſt of ages: Nay, it even became ſtronger; for it is juſtly remarked, that the conſtitution of Great Britain has grown the firmer from the many violent attacks it has ſuſtained and repulſed,—like her native oaks, which become more deeply and firmly rooted, by the ſtorms with which they are ſhaken and threatened with deſtruction.

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* The deſcription of all the places mentioned in the foregoing Narrative will be found at No. 66. in the Appendix.

The Parliament met on the 27th of November 1744. From his Majeſty's ſpeech, no alteration of meaſures was to be expected. The ſupport of the Houſe of Auſtria was deemed a common cauſe; and the Elector of Saxony (King of Poland) had now joined it. The only notice taken of the navy in the ſpeech, was the great aſſiſtance it had afforded to the King of Sardinia in Italy. The addreſſes of both Houſes were perfectly to the wiſh of Adminiſtration.

During this ſeſſion of Parliament, 2,080,000 l. was voted for forty thouſand ſeamen for the current year; 206,253 l. 15 s. for eleven thouſand five hundred and fifty marines; 200,479 l. 9 s. 10 d. for the ordinary of the navy: And for foreign ſubſidies —to the Queen of Hungary, 500,000 l.; to the King of Sardinia, 200,000 l.; to the Elector of Cologn, 24,299 l.; to the Elector of Mentz, 8,620 l.; and to the King of Poland, 100,000 l. The ſum-total of the grants this year was no leſs than 7,088,353 l. 10 s. 10 d.

It was during this ſeſſion that the Houſe of Commons addreſſed the King, to cauſe enquiry to be made into the conduct of

Admirals Leſtock and Matthews, and other officers accuſed of miſbehaviour in the Mediterranean; of which notice has been already taken in the affairs of the year 1743. The Parliament was prorogued the 27th of May; and next day the King ſet out for Hanover. The Earl of Cheſterfield departed on his embaſſy to the Hague, January 11th, and returned to England May 11th; having fully anſwered the intent of his miſſion, in concluding a treaty with the States General, by which they ſtipulated to maintain, for the ſervice of the common cauſe, fifty thouſand men in the field, and ten thouſand men in garriſon.

On the 23d of April, his Majeſty was pleaſed to order the following promotion of Flag-officers to take place, *viz.*

Edward Vernon, Eſq;	Admiral of the White.
James Stewart, Eſq;	Vice-Admirals of the Red.
Thomas Davers, Eſq;	
Hon. George Clinton,	
William Rowley, Eſq;	Vice-Admirals of the White.
William Martin, Eſq;	
Iſaac Townſhend, Eſq;	Vice-Admirals of the Blue.
Henry Medley, Eſq;	
Lord Vere Beauclerk,	Rear-Admiral of the Red.
George Anſon, Eſq;	Rear-Admiral of the White.
Perry Mayne, Eſq;	Rear-Admiral of the Blue.

And, on the 10th of Auguſt 1745,

Peter Warren, Eſq;	Rear-Admirals of the Blue.
Hon. John Byng,	

Perhaps there never was a time more favourable for France to purſue her deſigns of invading Great Britain, or for the family of Stuart to renew its attempts to remount the Britiſh throne, than the preſent. Every thing appeared in their favour. The King was gone to viſit his German dominions; and the Miniſtry had entered ſo deeply into the concerns of the Houſe of Auſtria, that by far the greateſt part of our army was on the Continent, ſupporting what was termed the common cauſe. Our coaſts, indeed, were in a great meaſure unguarded, not more than eight thouſand regular troops being in Great Britain at the time the rebellion broke out in Scotland. Notwithſtanding that we had, ſo recently as 1744, eſcaped a French invaſion in favour of the Pretender, yet we ſeem, at this time, to have been taken by ſurpriſe; having no fleet at ſea to watch the motions of the enemy, a ſingle cruizer being the firſt that gave the alarm of ſo very important an event as that of their being out of port.

Prince Charles Edward, the eldeſt ſon of the Pretender, had remained in France from the time that M Roquefeuille's fleet had fled before that commanded by Sir John Norris, in hopes of a more favourable opportunity of invading Great Britain, and of aſſerting his claims to the throne. His hopes were flattered and encouraged by the advice and aſſurances of Cardinal Tincin. And it is not at all to be wondered at, that a young man ſhould entertain ſuch expectations, when the weakneſs of Great Britain was pourtrayed to him much beyond what it really was; and when the perſons with whom he or his confidents had conſulted, had taught him to believe, that, to inſure ſucceſs to his cauſe, his preſence alone was neceſſary, a very great number of the principal nobility and gentry, as they ſaid, being ready to riſe in his favour.

His views of things, however, and thoſe of the French Miniſtry, were widely different. The latter had ſcrutinized into the real ſituation of affairs, and were only deſirous of raiſing a rebellion in the heart of Great Britain, in order to diſtract the ſtate, and to cauſe a ſort of temporary diverſion in their favour. They knew too well, that ſuch a deſign as that of invading England, would ſoon be cruſhed. They afforded the young Adventurer ample profeſſions of ſupport, indeed; but theſe they never meant to fulfil: well foreſeeing, that the farther they engaged in this chimerical project, the greater would be the loſs they might ſuſtain in the end. Like by-ſtanders at play, they thus hoped to diſcover more of the game than thoſe who were engaged in it. They knew there was a great difference between the preſent times and thoſe of the year 1715. For aſſerting the claims of the exiled family of Stuart, there was then a conſiderable number of adherents; and the line in which the law had ſettled the ſucceſſion to the Crown, was looked on by many as only the deed of an intereſted faction. Thirty years had made a wonderful change. The nation had the enjoyment now of civil and religious liberty in the fulleſt extent. There was no vexatious exertion of the royal prerogative, to ſour or alienate the affections of the ſubject. Both England and Scotland were ſufficiently ſenſible of the advantages which they had derived from the union of the two kingdoms. They conſidered it as the true, the genuine ſource of a wide and extended commerce, of thriving manufactures, and of a maritime ſtrength, which, if properly exerted, was capable of protecting the nation both at home and abroad, and of making Great Britain reſpectable in every quarter of the world. The advantages were many; and the ſecurity already enjoyed ſo very ample, that people who had any thing to loſe, could hardly be expected to aim at a change by which they could not be bettered. The bleſſings enjoyed under the illuſtrious and benign Houſe of Brunſwick were ſuch, that its adherents became, if poſſible, every day more ſtrongly attached to the family. Many had been brought over to the Brunſwick cauſe, while others ſupported it from motives of private intereſt; ſo that the adherents of the Houſe of Stuart were greatly diminiſhed in number as well as in power; and of thoſe who joined Prince Charles, by far the greater part, although compoſed of perſons of rank, were men of low or deſperate fortunes.

Buoyed by the hopes of a throne, and ignorant of the real ſtate, as well as number of his friends in Great Britain, Prince Charles determined on making a trial of his fortune. Being furniſhed with a ſum of money, and a ſupply of arms on his private credit, he, without the knowledge of the Court of France, wrote letters to his friends in Scotland, explaining his deſign and ſituation, and naming the place he intended to land at, fixing at the ſame time on a ſignal, by which they might know his ſhips when they appeared. With a ſlender retinue he embarked at St Nazaire, on board of a ſmall frigate, furniſhed him by a merchant of Nantz, of Iriſh extraction *. He had arms for near two thouſand men, and about 2000 l. in money. His principal attendants were, the old Marquis of Tullibardin,

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* Mr Walſh, who likewiſe, by his intereſt, procured him the Elizabeth of ſixty-four guns, to eſcort him to Scotland.

libardin, whom they ſtyled Duke of Athol; Sir Thomas Sheridan; Mr Macdonald, who was to be Quarter Maſter General of the rebel army; Mr O'Sullivan, Mr O'Neille, and ſome few more. They ſailed the 7th of July 1745. When off Belle-iſle, they were joined by the Elizabeth, a French ſhip of war of ſixty-four guns, who had orders to eſcort the frigate round Ireland, to the Weſtern Iſlands of Scotland.

On the 9th of July, in lat. 47. 57. N. they were diſcerned by Captain Piercy Brett in the Lion of fifty-eight guns, who immediately gave chace to them. At five o'clock, he ran along-ſide the Elizabeth, and began the attack within piſtol-ſhot. Both continued warmly engaged till ten o'clock, by which time the Lion's rigging was cut to pieces, her mizen maſt, mizen top-maſt, main yard, fore-top-ſail yard, and main-top-ſail yard ſhot away, and all her lower maſts and top-maſts very much wounded; ſo that ſhe lay muzzled in the ſea, incapable of making ſail. The French ſhip, which had ſuffered very much, but leſs in her rigging than the Lion, ſet ſome ſail, and made off. The ſmaller veſſel, at the beginning of the action, made two attempts to rake the Lion, but was ſoon beat off by her ſtern-chace; after which ſhe lay at a conſiderable diſtance, till the action was ended, when ſhe ſet all the ſail ſhe could crowd. The Lion had forty-five men killed, and one hundred and ſeven wounded, ſeven of whom died very ſoon. Captain Brett was wounded, and much bruized in the arm. The maſter had his right arm ſhot off in the beginning of the action. All the Lieutenants were wounded, yet none would quit their poſts, except the firſt, who, about nine o'clock, was ſo exhauſted by the loſs of blood, that he was obliged to be carried below. Of the enemy, as was afterwards learned, their Captain and ſixty-four men were killed, and one hundred and forty wounded. This diſaſter attending the Elizabeth, was a very great loſs to the Pretender; as on board this ſhip, beſides a great quantity of arms, ſtores and money, were above one hundred officers, many of them expert engineers, who, out of regard to him, had engaged voluntarily in this ſervice.

The frigate purſued her voyage, and reached the coaſt of Lochaber the end of July, where ſhe landed the young Pretender and his attendants. He loſt no time, but repaired to the houſe of Mr Cameron of Lochiel, a reſpectable chieftain, and a ſtrong adherent to the Houſe of Stuart. But when Mr Cameron ſaw that the Prince was only accompanied by a few friends, and that he was ſo very poorly equipped for ſuch a deſperate attempt, he was much concerned; as he well knew the number of men that could be muſtered from among the diſaffected Clans, was by no means equal to a deſign of ſuch magnitude; as alſo how very little reliance could be placed on the promiſes of France. He therefore did all that lay in his power to perſuade the Prince to relinquiſh the enterprize for the preſent; to wait a more favourable opportunity, and until he was ſupported in ſuch a powerful manner as to inſure ſucceſs; for, in their preſent circumſtances, he clearly foreſaw, that the attempt would end in certain ruin to himſelf and his adherents. This was the firſt time that ever the young Adventurer had ſuch plain truths told him, or that ever he had heard ſuch a true repreſentation of his affairs. But, far from profiting by ſuch advice, he rejected it, and reſolved to follow out the plans which his ill-informed friends had ſuggeſted to him. In this he ſhowed how much he reſembled his grandfather James II. in his obſtinacy; and, ere long, he convinced his followers, that there were many other particulars in which they were greatly alike. Mr Cameron uſed every method to bring the young Adventurer over to his opinion. He obſerved, that a defeat at this time, would cruſh all his hopes for ever. This, however, had no ſort of effect; and Charles reſolved to liſten to nothing further on the ſubject. He even upbraided Mr Cameron with a change of ſentiments, and ſaid, that if he was afraid to follow his fortune, he would try it without him. On this, the brave chieftan replied, Fear, he was an utter ſtranger to; and that, to convince him his loyalty was unſhaken, he would follow his fortune, although, in ſo doing, he ſaw inevitable ruin to himſelf and family. Accordingly the young Pretender hoiſted his ſtandard on the 12th of Auguſt; and many of the diſaffected Clans repaired to it, he ſtyling himſelf Prince Regent.

Intelligence of this tranſaction ſoon reached London. On the firſt news of the Pretender having embarked from France for Scotland, the Lords Juſtices had, on the 1ſt of Auguſt, publiſhed a proclamation, offering a reward of 30,000 l. to any perſon who ſhould ſeize and make him priſoner.

On the 31ſt of Auguſt, the King returned to London, to the great joy of all his faithful ſubjects. Loyal addreſſes poured in from every quarter; and the moſt effectual meaſures were taken to ſuppreſs the rebellion.

Sir John Cope, who commanded the little military force which was then in Scotland, and who were moſtly employed in making roads, or elſe diſperſed in garriſons, collected his army, if an army it could be called, and made all the haſte he could to prevent the rebels from deſcending into the low country. But when he got within thirty miles of the rebel army, he learned that both their numbers, and the poſt they occupied on the mountain of Coryerg, which lay directly in his route, were by far too ſtrong for him to attack them with any hopes of ſucceſs. The rebels waited with anxious expectation the approach of Sir John Cope with his troops, whom they reſolved to meet, well knowing that the defeat of that army would leave Scotland at their mercy; and that a victory at the commencement of their operations would bring them a great acceſſion of ſtrength. But he deceived them, by ſending a detachment forward ſome miles on the road to Coryerg, who had orders to join him again: while with the main body he took the road to Inverneſs.

On this, the rebels quitted the mountains, and deſcended like a torrent into the low country, gathering ſtrength as they went along. They took poſſeſſion of Perth, Dundee, &c. and, proceeding to Dumblane, they croſſed the river Forth, a little above the town of Down, ſeemingly with an intention of directing their route towards Glaſgow; but, turning ſuddenly to the eaſt, they proceeded to Edinburgh. That city, being incapable of making a long defence, they obtained poſſeſſion of in a few days, when the Pretender had his father proclaimed King of theſe realms at the croſs by the officers at arms. He at ſame time publiſhed other proclamations and declarations, by one of which he diſſolved the union of the two kingdoms, as being highly prejudicial to Scotland. A proof how little he underſtood not only the true intereſt, but alſo the conſtitution of this nation; for nothing had contributed more to the proſperity of both countries, than the union: and his diſſolving it by his own authority alone, ſufficiently ſhewed that he ſtill trode in the ſame arbitrary paths his anceſtors had done, and that he meant to eſtabliſh a right to diſpenſe with the laws of the land whenever they interfered with his deſigns or wiſhes. He took up his quarters at the Royal Palace of Holyroodhouſe, and kept a ſort of court there.

In the mean time, Sir John Cope was not idle, but uſed all his endeavours to prevent the capital from falling into the enemy's hands. Without ſtopping at Inverneſs, he marched his troops for Aberdeen, where he embarked them on board veſſels provided for the purpoſe, and, as ſoon as the wind permitted, ſailed for Dunbar, a ſea-port about thirty miles eaſt of Edinburgh. Here he diſembarked his troops and cannon, which conſiſted only of ſome field-pieces, and marched towards the capital. At Haddington, he was joined by two regiments of dragoons, under the command of Brigadier-General Fowke: the whole of his forces, however, were ſhort of two thouſand men. On the 20th of September, he encamped on a little plain above the town of Preſtonpans, ſeven miles eaſt from Edinburgh, where he determined to wait for the rebel army, who, he learned, were reſolved to attack him. The ſituation which Sir John Cope choſe, was the only one between it and Edinburgh, where his cavalry (for in that his principal ſtrength conſiſted) could act with vigour. He drew up his little army with judgment, and placed his cannon in ſuch a manner as to annoy the rebels very much in their approach to the attack. The rebel army was conſiderably ſtronger than the King's. They had advanced as far as Tranent on the 20th, and lay on their arms all night. Sir John Cope ordered his cannon to play on them, which incommoded them a good deal.

Very early on the morning of the 21ſt, the rebel army was in motion on the heights, and marching eaſtward, with a view to take the King's army in flank; but Sir John Cope attended ſo well to all their movements, and changed his poſition from time to time, with ſo much quickneſs, as to preſent a ſtrong and well compacted front, wherever they threatened an attack. At length, forming themſelves in three columns, they came down from the heights with the greateſt impetuoſity, and began their attack on the royal artillery. Their deſign did not eſcape Sir John Cope's obſervation; and he accordingly ordered Lieutenant-Colonel Whitney to charge this column of the rebels with a ſquadron of dragoons. This officer immediately advanced with great intrepidity; but when at a little diſtance from the rebels, his men became panic-ſtruck, and fled in the moſt ſhameful manner. He uſed every effort to rally them, and lead them on to the attack, but in vain: he was deſperately wounded in the action. This diſgraceful fright ſpread like wildfire through the reſt of the King's troops; all the exertions of their officers proved ineffectual; and, in leſs than half an hour, the rebels obtained a complete victory. The loſs on the King's ſide might be about five hundred men, killed, wounded, and priſoners. The loſs of the rebels was very inconſiderable. Sir John Cope collected the ſcattered remains of his army at Lauder, and retired to Berwick.

This victory gave great influence to the rebels; and a number of infatuated people, who before had heſitated as to the party they ſhould really eſpouſe, now declared themſelves, and joined the Pretender's ſtandard. The conſternation this defeat occaſioned, is not to be expreſſed. England, as to land forces, was in a very defenceleſs condition. Luckily, however, the young Adventurer did not follow the advice of the moſt ſenſible and intelligent of his adherents, which was, to march directly into England, and, with all expedition, to endeavour to reach the capital. This might have been attended with the moſt ſerious conſequences. But the hopes of reducing the caſtle of Edinburgh, made him loſe the only opportunity he had, during the whole proſecution of his wild and ill-concerted ſcheme, of attaining the object of it. He continued the mockery of royalty at the Palace of Holyroodhouſe; when, finding all his efforts to ſubdue the caſtle in vain, he came at length to the reſolution of marching ſouthwards; and, on the 6th of November, he appeared before the city of Carliſle.

In the mean time, Lord John Drummond, uncle to the Duke of Perth, arrived at Montroſe with a detachment of a Scots regiment in the French ſervice, and ſeveral French piquets. A declaration was immediately publiſhed by him, ſetting forth, that he was come by order of the King of France, to ſuccour his ally the Prince of Wales, Regent of Scotland, and to make war againſt the King of England, Elector of Hanover. This detachment ſeems to have been ſent in a great meaſure to render the ſervices of the ſix thouſand Dutch troops, now arrived in England, of no avail. Theſe auxiliaries had unfortunately compoſed part of the garriſons of Tournay and Dendermond; and when they ſurrendered, it was ſtipulated that they ſhould not ſerve againſt France for the ſpace of eighteen months from that time. To oppoſe the Scots inſurgents, was no infraction of the capitulation; but now that French troops had appeared, the caſe became altered, and it was found neceſſary to ſend home the troops belonging to the States General, and to bring over ſix thouſand Heſſians in their place. On their arrival, they were ordered directly to Scotland, and proved of conſiderable ſervice.

During the Pretender's irruption into England, the well-affected in Scotland did not fail to exert themſelves to the utmoſt. Among the loyaliſts of the North, none appears with more glory than the renowned Duncan Forbes * of Culloden, Lord Preſident of the Court of Seſſion in Scotland, who, to one of the ableſt heads, added a fervent love for the conſtitution of his country. He knew the Highland chieftans well, and how to operate on them: and to him it was in a great meaſure owing, that many more did not join in the rebellion; as likewiſe that many took up arms againſt the rebels. No man, in ſhort, ever deſerved better of his country than he did: he accompanied the Earl of Loudoun to Inverneſs,

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* Dr Smollet gives the following character of this truly great man: "A man "of extenſive knowledge, agreeable manners, and unblemiſhed integrity. He "procured commiſſions for raiſing twenty independent companies; and ſome of "theſe he beſtowed upon individuals, who were either attached by principle, or "engaged by promiſe to the Pretender. He acted with indefatigable zeal for the "intereſt of the reigning family, and greatly injured an opulent fortune in their "ſervice. He confirmed ſeveral chiefs, who began to waver in their principles: "ſome he actually converted by the energy of his arguments, and brought over "to the aſſiſtance of the Government, which they had determined to oppoſe; "others he perſuaded to remain quiet, without taking any ſhare in the preſent "troubles. Certain it is, this gentleman, by his induſtry and addreſs, prevented "the inſurrection of ten thouſand Highlanders, who would otherwiſe have joined the Pretender, and therefore he may be ſaid to have been one great "cauſe of that Adventurer's miſcarriage." Smollet's Hiſt. of England, Book II. pages 153, and 154.

neſs, where he armed all the loyal Highlanders. Their preſence in that country prevented a multitude of diſaffected perſons, under Lord Lewis Gordon and Lord Lovat's ſon, from marching to the aſſiſtance of the rebels in England. The correſpondence he held with that arch traitor Lord Lovat, ſhews his penetration, and that all the art of that diſſembling man was ſeen through by him.

We will now return to the rebels before Carliſle, of which city they had made themſelves maſters in a few days; and notwithſtanding the Pretender had certain intelligence, that Marſhall Wade had an army ſuperior to his in Yorkſhire, and that the Britiſh troops were arrived from Flanders, with the Duke of Cumberland at their head, yet, from the hopes entertained by him of a powerful invaſion from France in the ſouth of England, and a general riſing of his friends, both in England and Wales, he reſolved to continue his route towards the capital.

Government had now recovered from the conſternation which the rebellion, and the unexpected defeat at Preſtonpans, had thrown them into. A regular plan of defence was laid down, and able officers appointed to carry it into execution. Admiral Vernon was appointed to command in the Downs, with a powerful ſquadron, to watch the motions of the French at Dunkirk and Calais; and he occaſionally detached ſquadrons under the command of Commodores Smith, Knowles, and Townſhend, whoſe activity was the means of intercepting many veſſels with troops and ammunition, deſtined for the rebels in Scotland. Commodore Boſcawen commanded at the Nore, as did Commodore Moſtyn at Plymouth; and a ſtrong ſquadron was kept cruizing in the Channel under Admiral Martin. Rear-Admiral Byng was detached with a ſquadron to Scotland, where his cruizers greatly annoyed the rebels, and intercepted their ſupplies.

The Pretender continued to advance. At Mancheſter he was joined by a Mr Townley, a Roman Catholic gentleman, and about two hundred followers; and, on the 4th of December, the rebels entered Derby. On their approaching ſo near to the capital, the King reſolved to take the field. The volunteers of the city of London were incorporated into a regiment; and the gentlemen of the long robe engaged to fight under his

Majeſty, with the Judges, as officers, at their head. The rebels made a halt for one day at Derby. Their army was much fatigued, and greatly diſheartened that ſo very few had joined them. On this, Mr Cameron preſſed the Prince to avow himſelf a Proteſtant, and go publicly to church; but ſo ſtrongly-rooted were the principles which had proved the ruin of his family, that he would not follow this ſalutary advice. At Derby, the rebels held a council of war, and debated, Whether to to proceed on their route to London, or to retire into Scotland and wait for reinforcements? The latter opinion was adopted unanimouſly*.

The Scottiſh chieftans, hitherto unuſed to controul, grew jealous of each other, ſo that factions began to break out among them; and many were diſpleaſed at the partiality which the young Adventurer manifeſted towards the Iriſh who had accompanied him from France. The Pretender now perceived, when too late, that he was duped by France; and the diſaffected in England, ſeeing no probability of ſucceſs, were too wiſe to take up arms in ſo hazardous an enterprize. While at Derby, he called for a glaſs of malt liquor, and drank to all his friends in England. "I have now done," ſays he, "as "much for them, as they have done for me."

The rebels, after halting a day at Derby, began their retreat into Scotland with the greateſt expedition. They had taken every precaution to conceal their deſign, by which they gained a good many miles in advance of the King's army, now commanded by his Royal Highneſs the Duke of Cumberland. As ſoon as the real deſign of the inſurgents was known, the King's army was put in motion, to endeavour to cut off their retreat; but ſo rapid was their march, that it was late in the day, of the 18th of December, ere the cavalry could get up with their rear-guard, at the village of Clifton, within three miles of Penrith. The Duke cauſed ſome of the dragoons to diſmount, and endeavour to diſlodge the rebels from the village. The troops behaved extremely well; and, after a conteſt of an hour, the rebels were forced to retire. Their rear-guard was, on this occaſion, commanded by Lord George Murray; who finding his aſſailants were only the cavalry of the Duke's army, ſent, it is ſaid, notice thereof to the Pretender, and urged him to return with his army; aſſuring him, that with their numbers, they might certainly defeat the aforeſaid cavalry, which would infallibly retard the motion of the King's army, and greatly facilitate the retreat of their own. This advice, however, was not approved of. On the return of the officer he had ſent, he gave orders for a retreat. The loſs on either ſide was inconſiderable.

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* The council of war, at Derby, was accidental. Moſt of the officers being at the Pretender's quarters, and taking into their conſideration their ſituation, they were all unanimous in adviſing him to retreat, rather than come to an engagement, without almoſt a certainty of ſucceſs, in a country that ſtood waiting to declare for the conquerors; in which caſe, a defeat to his army there muſt have proved fatal. Lord George Murray's letter, Scots Magazine for June 1749.

After leaving a garriſon, and moſt of their cannon in Carliſle, the rebels entered Scotland in two columns, and continued their retreat with great diligence. One column marched by Lockerby and Moffat, the other by Dumfries; where they levied heavy contributions, and carried off hoſtages for what was not completed: they both reached Glaſgow, the 25th of December. The rebels choſe this route, not caring to go by Edinburgh, where there was a conſiderable military force, and which they muſt have beat, ere they could have eſtabliſhed themſelves in the city or its environs. The King's army halted a day at Penrith, they being greatly fatigued by forced marches; and afterwards reſumed the purſuit of the rebels. Arriving in the neighbourhood of Carliſle, on the 20th, the Duke ordered that city to be inveſted; but could not open his batteries againſt it, till his battering cannon arrived from Whitehaven. In the mean time, the rebel garriſon kept firing their cannon wherever they ſaw any of the King's troops. The cannon being arrived, the batteries ſoon ſilenced thoſe of the rebels; who, on the 30th, were glad to ſurrender at diſcretion.

As ſoon as the King's troops had obtained poſſeſſion of Carliſle, the Duke ſet out for London, in order to concert the proper meaſures for effectually cruſhing the rebellion. The army continued its route to Edinburgh, where it joined the forces aſſembled there; the command devolving on Lieutenant-General Hawley. The rebels continued ſome little time at Glaſgow, where they acted with great rigour, on account of the loyalty which that city had ſhewn, in raiſing a regiment for the ſervice of Government while they were in England. They exacted heavy contributions in money and clothing for their army; and as all the former could not be raiſed in the time allotted for it, they carried off ſome perſons of rank as hoſtages. Some of the chieftans were ſo much exaſperated againſt Glaſgow, that, on quitting it, they reſolved to ſet the city on fire. This deſign, however, it is ſaid, was happily prevented by the interpoſition of Cameron of Lochiel and his brother. This was doing a very important ſervice to the public, and, if true, ought not to have been overlooked.

What forces the rebels had in the north of Scotland, were now aſſembled, (together with their feeble reinforcements from France,) at Perth: and their whole army ſoon after formed a junction in the neighbourhood of Stirling. They blockaded the caſtle of that place, until their cannon arrived.

General Hawley being now at the head of a conſiderable military force, advanced as far as Falkirk, to obſerve the motions of the rebels; who being joined by their aſſociates from the north, reſolved to give battle to the Royal army. They had ſeveral men of rank among them, who knew every inch of ground in the neighbourhood of the place where they then were, and conducted them round ſome hills*, almoſt unperceived by General Hawley, to a riſing ground about a mile above the town of Falkirk. By this poſition, they would have had it in their power, either to have attacked the King's army at a great diſadvantage, or to have got between them and Edinburgh, and by that means have cut off their ſupplies. On perceiving the intention of the rebels, General Hawley immediately changed his poſition, and marched up the riſing ground to attack them. While his infantry was forming, and the artillery coming up, he ordered ſome cavalry to charge them. But the rebels advancing with great briſkneſs, the Royal army was thrown into confuſion, and fled. The terror they were ſtruck with, ſeized on the other troops, and a general route took place. A heavy rain beat in the faces of the King's forces, which not only prevented them from ſeeing the enemy, but ſo greatly damaged their powder, that their fire-arms became of little uſe.

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* On the 17th of January 1746.

This the rebels foreſaw would be the caſe, which induced them to take the circuit they did, in order to have the wind at their backs. The commanding officer of the King's artillery fled among the firſt; and the defeat would have been complete, had it not been for the efforts of Major-General Huſke, and Brigadier-General Mordaunt, who rallied two regiments of dragoons, and two of infantry; making, at the ſame time ſuch reſiſtance to the enemy, as checked their progreſs, put a ſtop to their purſuit, covered the retreat of the troops, and even enabled them to bring off ſome of the cannon. But for this, the whole army would have been cut to pieces.

General Hawley, when he ſaw the confuſion become general, ſent orders to ſet fire to the tents, which were ſtill unſtruck in the camp; yet the order was not ſo completely executed, but that moſt of them, as well as of the cannon and ſtores, fell into the hands of the rebels. Fortunately, the reduction of Stirling caſtle appeared to them of much greater importance than following up the victory they had ſo very eaſily obtained; and they loſt no time in forming the ſiege. The King's army retreated to Linlithgow, and ſoon after was cantoned in and about Edinburgh.

In this hopeleſs ſituation were things when his Royal Highneſs the Duke of Cumberland arrived in Scotland, January 30th, to take the command of the troops. His preſence infuſed freſh ſpirits into the friends of Government, and a damp into thoſe of the diſaffected. The rebels before Stirling caſtle would not believe it; and threatened to puniſh any perſon who dared to aſſert, that the Duke of Cumberland was arrived in Scotland to take on him the command of the army. But they were ſpeedily convinced of the truth of it; for, ſo ſoon as all the neceſſary ſtores were arrived, his Royal Highneſs put the army in motion, with a deſign to give the rebels battle, or force them to raiſe the ſiege of Stirling caſtle, ſtill moſt gallantly defended by Major-General Blakeney.

No ſooner did the rebels learn that the King's troops were advancing, than they reſolved to retreat northwards, with all expedition. They blew up the church of St Ninians, in which was their chief magazine of powder; raiſed the ſiege, and ſet out for Perth, where their army divided, ſome taking the High-road, while the reſt went by Aberdeen; giving out, that they expected great reinforcements from France, and that they would wait for the King's forces on the banks of the Spey.

The army arrived at Stirling on the 2d of February; and as ſoon as the bridge acroſs the Forth was repaired *, the army was put in motion, and reached Perth and its neighbourhood on the 5th and 6th. The Duke finding that the rebels had withdrawn all their poſts in the low country, purſued ſuch meaſures as would effectually prevent them giving him the ſlip, and returning to the South, through the Highlands. While he was advancing northwards, by the coaſt road, a ſtrong garriſon was placed in Stirling caſtle. Some dragoons and infantry were ſtationed at Perth, under the command of the Earl of Crawfurd, whither the Heſſian troops, now arrived in Leith roads, were ordered to repair, and act under his Lordſhip's orders. Detachments were ordered in from Perth, to ſecure the ſtrong paſſes, ſuch as, Blair in Athol, &c.

The army was divided into two columns, and ſet out in purſuit of the rebels. The firſt, led by the Duke, marched by Dundee; and the ſecond, led by the Earl of Albemarle, went by Cupar-of-Angus; both columns to unite near Aberdeen. This was deemed the moſt eligible plan; as by it the army could receive whatever neceſſaries they ſtood in need of from the fleet, which ſailed along the coaſt, and advanced northward with them.

The Royal army arrived ſafe at Aberdeen the 25th, as the rebels did in the neighbourhood of Inverneſs, the 18th. The Earl of Loudoun not having ſufficient force to make head againſt the united army of the rebels, put a ſtout garriſon into Fort George at Inverneſs, under the command of Major Grant, (who made a very poor defence), and, with the reſt of his forces, he then retreated into Roſsſhire; Lord Preſident Forbes going along with him.

While his Royal Highneſs was refreſhing his army at Aberdeen, the rebels made ſeveral ſucceſsful expeditions. They ſoon prevailed on Major Grant to ſurrender Fort George to them; on which they ſent a party, under Lord George Murray, and Lord Nairn, as far as Blair in Athol, with a view to ſeize

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* The rebels had broke down ſome of the arches of this bridge, to retard the march of the King's forces, then in purſuit of them.

ſeize on the caſtle, to raiſe recruits, and to procure proviſions. Sir Andrew Agnew, with a handful of men, defended the caſtle, until he and his men were reduced to eat horſes fleſh. He was relieved, after ſixteen days cloſe ſiege, by a detachment of the King's troops and Heſſians, under the Earl of Crawfurd, who obliged the rebels to retire.

Another party was ſent againſt Fort Auguſtus, which Major Wentworth moſt ſhamefully ſurrendered to them. The ſtores they found therein, proved a moſt ſeaſonable ſupply; and, fluſhed with their ſucceſs, they proceeded to lay ſiege to Fort William. General Campbell ſuſpecting their deſign, procured a reinforcement of troops, which were thrown into the place; and Captain Scott made ſo gallant a defence, that they were forced to raiſe the ſiege, and retire to Inverneſs.

Another expedition was ſent againſt the Earl of Loudoun. They collected together all the boats they could; and, the weather being extremely foggy, they, unperceived by our ſhips of war, ferried over, into Roſs-ſhire, about two thouſand men, under the command of the Duke of Perth and the Earl of Cromarty. They ſurpriſed ſome companies of the Earl of Loudoun's regiment at Tayne, who did not expect any attack from that quarter. Lord Loudoun and the Lord Preſident Forbes, being up the country, eſcaped them. Lord Loudoun afterwards collected the few forces he had, and retreated with them, firſt into Sutherland, and afterwards to the Iſland of Sky, where he was of conſiderable uſe, by hindering any recruits or proviſions going to the rebel army. The Earl of Cromarty ſeized on the caſtle of Dunrobin, belonging to the Earl of Sutherland; while the Duke of Perth rejoined the rebels. This was the laſt of the rebels ſucceſſes; and the time drew near, when the ſcene of affairs was to receive a change, and peace and happineſs be reſtored to the country.

His Royal Highneſs, while at Aberdeen, was joined by the Duke of Gordon, and many other well-affected noblemen and gentlemen. The army was put in motion on the 6th of April, and, on the 12th, arrived on the banks of the river Spey. There it was expected the rebel army would make a ſtand, and endeavour to hinder the King's forces from paſſing the river. Every thing was in their favour. The river being deep and rapid, the cavalry would there have been unable to act againſt them; but their whole conduct ſhewed, that ſubordination and good counſel did not reign among them. The army paſſed the river unmoleſted, and encamped on the weſtern banks of it; and, next day, encamped a little beyond the town of Elgin. On the 14th they marched to Nairn, and encamped: they halted the 15th. The rebels formed a deſign to endeavour to ſurpriſe the King's army before day-break on the 16th; being of opinion, that the preceding day having been the anniverſary of the Duke of Cumberland's birth, they conceived hopes from that circumſtance, that the troops might be off their guard, or perhaps intoxicated with liquor, from celebrating that event. For this purpoſe, they actually put their army in motion, and advanced ſeveral miles on the road to Nairn; but they either ſet out at too late an hour, or the badneſs of the road had protracted the time beyond their calculations. They found that it would be day ere they could attack the out-poſts of the King's army, and conſequently that the whole would be alarmed, and ready to receive them, by the time they reached the Royal camp. On this they relinquiſhed the enterprize, and returned to their former ground, about nine o'clock, on Drummoſſie muir, near Culloden Houſe, about three miles from the town of Inverneſs, where they reſolved to wait the approach of the Duke's army, and give it battle*.

Early in the morning of the 16th of April, the Duke put his army in motion; and, from the intelligence he received that the rebels waited for him, he ſo arranged his troops, that they could, on the ſhorteſt notice, form in order of battle. About noon, he came in ſight of the rebel army, drawn up in thirteen diviſions. He kept advancing until he had a diſtinct view of them, when he made ſome few alterations in his original plan of attack. A little before one in the afternoon, the Duke of Cumberland's cannon began to fire; which being extremely well ſerved and pointed, did very great execution. Thoſe of the rebels, on the contrary, were remarkably ill ſerved, and did little or no execution. As the King's army kept advancing, the rebels made a moſt furious attack on its left wing, where Barrell's regiment was poſted. They were received with great firmneſs. Being ſupported by the fire of the ſecond line, the rebels were checked;

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* Extracted from an account of this affair by Lord George Murray, and publiſhed in the Scots Magazine for June 1749.

and the cavalry charging them briſkly at the ſame time, their troops were broken. The left wing of the rebel army being likewiſe ſucceſsfully attacked, the whole gave way; and in leſs than half an hour they were totally defeated, and fled with the greateſt precipitation towards the town of Inverneſs. About eight hundred of them were killed in the action, and about four hundred more in the purſuit.

The Pretender, with ſome few followers, made for the houſe of Lord Lovat, who came out to meet him. But when he was informed of the fate of the day, the hoary traitor, ſo far from affording the unhappy fugitive any conſolation, or condoling with him on the occaſion, felt only for himſelf; and he had even the brutality to inſinuate, that the misfortune which had happened was owing to a want of reſolution, in not leading the troops on to battle; at the ſame time, imputing his own impending ruin to his attachment to the Houſe of Stuart.

The Pretender reached the Weſtern Iſlands, and there eluded the moſt active and vigilant purſuit. The hardſhips he underwent, and the frequent and narrow eſcapes which he made, are ſcarcely to be paralleled. The reward offered by Government of 30,000l. for apprehending him, was a circumſtance well known; yet ſuch was the fidelity of the perſons to whom he intruſted himſelf, although poor and wretched in the extreme, that they kept his ſecret, and never betrayed or forſook him.

After ſuffering the greateſt diſtreſs from cold, hunger, and fatigue, he was, on the 20th of September, taken on board a French privateer, called the Bellona, ſent on purpoſe from St Malo*, which conveyed him to France.

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* The veſſel was ſent by young Sheridan, and ſome of the Pretender's Iriſh adherents, and conducted to Moidart by Colonel Warren of Dillon's regiment. With the young Adventurer embarked Cameron of Lochiel and his brother, and ſome others. Having ſent notice to all his friends within his reach, of the opportunity that now offered to them of eſcaping, all availed themſelves of it who could. They put to ſea immediately; and on the 29th arrived at Roſcou, (a ſmall port in Britanny, near Morlaix), after a pleaſant voyage, but not without great riſk, as a ſquadron of Britiſh ſhips of war was at that time cruizing in the Channel. Two large French privateers of force came to an anchor in Loch Nouay, on the coaſt of Lochaber, the end of April. There they were diſcovered by Captain Noel of the Greyhound, of twenty guns, who being joined by the Baltimore and Terror ſloops, attacked them in the Loch; but the enemy's ſhips were of ſuch ſuperior ſtrength, that they were obliged to retire. The Duke of Perth, (who died on his paſſage), his brother, and many other of the rebel Chiefs, embarked on board of theſe privateers, and eſcaped to France.

The Earl of Kilmarnock, Lord Balmerino, and many other perſons of rank, were made priſoners on the field of battle, or in the purſuit, together with upwards of a thouſand men. The loſs which the King's troops ſuſtained in the action, was very inconſiderable; and no officer of rank was killed, except Lord Robert Ker, ſon of the Marquis of Lothian, who was a Captain in Barrell's regiment. What rendered the battle of Culloden ſtill more complete, was, that on the day on which it was fought, the loyal Clans of Sutherland and Mackay attacked the caſtle of Dunrobin, when, after a ſtout reſiſtance, the Earl of Cromarty, his ſon Lord Macleod, and their adherents, were made priſoners: this completely cruſhed the rebellion. A few days after the victory, his Royal Highneſs the Duke, was joined by the Earls of Sutherland and Loudoun, and the Lord Preſident Forbes. They had heard of his advancing with his army from Aberdeen, and were haſtening to give him all the aſſiſtance in their power.

It is to be wiſhed, that a veil could be thrown over the meaſures which were purſued for extinguiſhing the rebellion after the battle of Culloden. Glorious would it have been for Great Britain, had the advice of the illuſtrious and humane Forbes been followed! Mercy is ever the attribute of, or attendant on great minds. On this occaſion, it would have accompliſhed, what an unrelenting ſeverity ſerved only to rivet and confirm. Jacobitiſm would not only have been annihilated, but the affections of the adherents of the Houſe of Stuart would have been transferred to the Houſe of Hanover. It is to be lamented, that the great Forbes lived at a ſeaſon when hoodwinked faction had but too much influence. Had he lived in times like the preſent, his meritorious ſervices had probably been diſtinguiſhed by a ſeat in the great hereditary council of the nation.

That true patriot, Archibald Duke of Argyle, followed up the plan of Preſident Forbes. In the year 1756, he laid the axe to the root of Jacobitiſm, forming the diſaffected Highlanders into good and loyal ſoldiers, who made themſelves conſpicuous for their bravery, and rendered the moſt important ſervices to Great Britain, in every quarter of the globe.

In relating the foregoing important events, which occurred during the exiſtence of the rebellion in Scotland, in the years 1745 and 1746, the Author thought it would be better to deviate a little from his plan, and lay them before the reader in one connected ſeries, from the commencement of that rebellion, to its concluſion. He has placed ſeveral tranſactions in a different point of view from others who have wrote on this ſubject before him. But having had an opportunity of receiving the moſt authentic information, he has related all the tranſactions with the utmoſt fidelity. Time, which cools our paſſions, and enables us to ſee things in their proper light, has now brought about the happy period, when an author can freely relate facts without being ſuſpected of diſaffection to the preſent Government, and agree in ſentiment with the celebrated Mr Pope,

> "Blame where we muſt, be candid where we can."

EAST INDIES.

In treating of the affairs of the year 1744, we left Commodore Barnet at Port Praya, in the iſland of St Jago, one of the Cape de Verd iſlands. From thence he proceeded to his ſtation, touching at the iſland of Madagaſcar, to take in water and proviſions. Here he formed a plan for intercepting the French ſhips on their return from China. That the enemy might not obtain intelligence of his being in the Indian ſeas, he reſolved not to go to the coaſt of Coromandel, but, with his own ſhip and the Preſton, to proceed to the Straits of Sunda, and from thence into thoſe of Banca, ordering the Medway and the Diamond to proceed to the Straits of Malacca. He had no enemy to fear; the French having only one ſhip of fifty guns at this time in India.

The Commodore, and Lord Northeſk, the better to deceive the enemy, diſguiſed their veſſels ſo as to reſemble Dutch ſhips; in which ſtyle they arrived in the Straits of Banca; where, on the 25th of January, they ſaw three ſail of large ſhips coming down, and ſpeedily diſcovered them to be French ſhips. The Deptford and Preſton got under ſail; and ſo effectually were both ſhips diſguiſed, that they came within leſs than muſket-ſhot of them. They were, however, very well prepared for their defence at all events; for, when our ſhips ſtruck the Dutch, and hoiſted their proper colours, the enemy were as ready as they to begin the action; which immediately commenced by the Commodore's giving the headmoſt ſhip a broadſide, which all the three ſhips of the enemy returned with briſkneſs. They held out for an hour and a half, when they ſtruck their colours; and proved to be the Dauphin, Captain Butler; the Hercule, Captain Dufrein; and the Jaſon, Captain Delametrie. Each ſhip was about ſeven hundred tons burden, mounted thirty guns, with one hundred and fifty men, all having very rich cargoes on board. The Commodore carried his prizes to Batavia, where he ſold them to the Dutch, for 80,000 l. but which were well worth 350,000 l.

Soon after Commodore Barnet had ſailed from England, Commodore (afterwards Lord) Anſon, arrived from his famous voyage to the South Seas. The ſucceſs he had in taking the Acapulco ſhip, ſuggeſted the idea to the Britiſh Miniſtry, that the next annual ſhip from the ſame place to Manilla, might be eaſily intercepted, by ſome ſhips detached from Commodore Barnet's ſquadron, for that purpoſe. Accordingly, the Lively frigate, Captain Elliot, was ſent expreſs to the Eaſt Indies, with orders to the Commodore to that effect, if he could ſpare ſhips. He found him at Batavia. All due care had been taken by the Admiralty, to furniſh him with charts, and other authentic information, to inſure him ſucceſs; which appears by a letter from the late Earl of Winchelſea, dated September 24. 1744; and another from Captain Anſon, of the 14th of the ſame month; for authentic copies of which, (ſee Note 38.) But the Preſidency of Madras having learnt of the great preparations which M. de la Bourdonnais was making at the Mauritius, they were ſo much alarmed thereat, that they preſſed the Commodore, in the ſtrongeſt terms, to come to their aid. So, in order to protect their ſettlements, he was obliged to relinquiſh the ſcheme of intercepting the galleon. He accordingly ſailed from Batavia; and, after cruizing for ſome time, for the protection of the Company's trade, he proceeded to the coaſt of Coromandel.

The Medway and Diamond were diſguiſed in a ſimilar manner with the Deptford and Preſton; and, in the way to their ſtation, they called at Achen, at the weſt end of the iſland of Sumatra. Here they found a large French privateer, which they took: ſhe had been fitted out, and ſent by the French Eaſt India Company, at Pondicherry, to cruize in the Chineſe ſeas *. They then proceeded to the Straits of Malacca, where they took a French ſhip from Manilla, having on board ſeventy-two cheſts of dollars, containing three thouſand each; and two cheſts of gold, alone worth 30,000 l. Shortly after, hearing of the ſucceſs of the Deptford and Preſton, by a Swediſh Eaſt India ſhip, they proceeded with their prizes to the general rendezvous at Batavia, and joined the reſt of the ſquadron.

Commodore Barnet, with the ſquadron under his command, arrived at Madras in July. The appearance of this ſquadron, ſmall as it was, under the command of ſo active an officer as the Commodore was known to be, greatly alarmed M. Dupleix, the Governor-General of the French ſettlements in India; Pondicherry not being at this time completely fortified, while its garriſon conſiſted only of about four hundred Europeans: neither had any French ſquadron yet made its appearance in India. The capture of the French China ſhips, and the report of a ſtrong naval reinforcement being ſoon expected by the Britiſh Commodore, ſet the fertile genius of M. Dupleix to work, in order to counteract the deſigns of the Britiſh government. He had very conſiderable influence with the Nabob Anwar Adean Khan; and he repreſented this armament in ſuch a dangerous light to him, that the Nabob ſent notice to the Governor and Council at Madras, inſiſting, that neither the Company's forces, nor the ſhips of war, ſhould commit any hoſtilities againſt the French poſſeſſions in the territories of Arcot. But the Nabob, at the ſame time, declared,

that

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* This veſſel was purchaſed into the ſervice; made a poſt-ſhip to mount forty guns, and called the Medway's Prize. The command was given to Captain Thomas Griffin.

that he would oblige the French to adhere to the ſame neutrality he demanded from them. In vain did the Governor and Council repreſent to the Nabob, that they would at all times pay the greateſt reſpect to his command, as far as lay in their power. They obſerved, that what he now demanded greatly exceeded the extent of their authority; for that Commodore Barnet, the Commander of the Britiſh ſquadron, was the immediate officer of the King of Great Britain, by whoſe orders he acted, and was entirely independent of the Eaſt India Company's ſervants at Madras. M. Dupleix inſtructed the Nabob what anſwer to return to this remonſtrance; "That all "officers of the Britiſh nation who came on the coaſt of Co"romandel, were equally obliged to reſpect his government "in the Carnatic; and if Commodore Barnet with his ſqua"dron, ſhould preſume to act contrary to the orders he had "now given, the town of Madras ſhould atone for his will "being diſobeyed." The threats of the Nabob made a deep impreſſion on the Governor and Council at Madras, inſomuch, that they requeſted of Commodore Barnet to confine his operations againſt the enemy entirely to the ſea; to which he conſented. He thereupon ſent a ſhip of fifty guns to cruize at the mouth of the Ganges, near Balaſore; and ſhe there captured ſeveral French ſhips returning from different ports in India to the French ſettlements in Bengal. The monſoon being ſoon to ſet in, the Commodore, to avoid it, proceeded with the reſt of his ſquadron to Merguy, a port ſituated on the coaſt oppoſite to that of Coromandel, in the great gulf of Bengal.

NORTH AMERICA.

No ſooner did the royal approbation arrive for the attack on Louiſburg, but every ſpring was put in motion for that purpoſe; the troops were raiſed, and every implement neceſſary for the ſiege provided with a celerity beyond deſcription. The Admiralty ſent orders to Commodore Warren at the Leeward Iſlands, to repair to Canſo in North America, with what ſhips could be ſpared from that ſtation, to take command of the fleet there, and to act in concert with the army for the reduction

tion of Louiſburg. Even before Mr Warren could put theſe orders into execution, Governor Shirley and Mr Pepperell had been ſo very active, that he found them all at Canſo waiting his arrival. The Maſſachuſet's-bay troops had been eſcorted from Boſton, by the Shirley galley of twenty-four guns, commanded by Captain Rous, and ten more ſtout privateers. They arrived ſo early as the 4th of April, and encamped on Canſo hill, to wait the arrival of the reſt of the troops, and of the fleet. Mr Pepperell employed this time in exerciſing and training his men; while Captain Rous, with the greateſt part of the privateers, proceeded off the harbour of Louiſburg, as well to intercept any ſupplies going for the place, as to prevent the enemy from obtaining any intelligence of the enterprize. This was a moſt fortunate precaution; for the Court of France were in the utmoſt conſternation, when they firſt heard of the plan; and immediately diſpatched the Renommée, one of their beſt-ſailing frigates, with diſpatches for the Governor of Louiſburg. But, on the 18th of April, when very near the harbour of Louiſburg, ſhe fell in with Captain Rous's ſquadron of privateers, who directly attacked her, and forced her to fly: ſhe was much diſabled in the action. This frigate ſoon after fell in with the Connecticut troops going to the general rendezvous, eſcorted by a ſtout privateer ſloop; theſe ſhe attacked; but the Captain of the privateer found the enemy ſo much work, that the troops got off, and then he made ſail and left her. The Renommée made ſome farther attempts to deliver the diſpatches with which ſhe was charged, knowing them to be of the greateſt importance; but always finding the harbour ſtrongly guarded, the Captain was conſtrained at laſt to return to France, without accompliſhing his deſign.

On the 22d of April, his Majeſty's ſhip the Eltham, arrived at Canſo; and next day Commodore Warren in the Superb, with the Launceſton and Mermaid, arrived. (See Note 39.) The Commodore landed immediately; and, after conferring ſome hours with General Pepperell, returned on board, and ſailed with all the King's ſhips, in order the more effectually to block up the harbour of Louiſburg. The troops were all embarked on the 29th, and proceeded to Gabarus-bay, about four miles from Louiſburg. This was matter of great ſurprize to the

Governor of that place, who, little expecting ſuch a viſit, was wholly unprepared for it. The ſmall privateers and armed veſſels were ranged along ſhore; and, in the forenoon of the 30th, about two thouſand troops embarked in boats in order to land. On this, M. de Chambon, the Governor, ſent out a detachment under an experienced officer to oppoſe the deſcent. But General Pepperell deceived him ſo well, by making a feint as if he intended landing his forces at the Flat-point, that the enemy took poſt there. The General ſeeing this, ordered the boats to row with the greateſt briſkneſs, by which he landed his men, as faſt as they arrived, about two miles farther up the bay. The enemy now marched round to oppoſe them; but the detachment firſt landed, and who did not exceed the Frenchmen in numbers, attacked them as they approached with ſuch briſkneſs, that they preſently defeated them, making the Commandant priſoner. This and the following days, the reſt of the troops, (to whom the Commodore joined his marines), with the tents and ſtores, were landed.

The troops underwent very great fatigues, from the violent ſurf of the ſea, bad roads, and foul weather. The ſupineneſs of the enemy had often excited wonder; and the cauſe of it remained a ſecret, till diſcloſed by the learned and judicious Abbé Reynal, who informs the public that a great diſagreement ſubſiſted between the French ſoldiers and their officers, and which originated from the following cauſe: The ſoldiers had been employed for a conſiderable time in adding to and repairing the fortifications of Louiſburg, which ſervice they performed with great alacrity, and the French Government paid amply what was charged for theſe improvements. The officers, however, appropriated the whole of the money to themſelves. The ſoldiers remonſtrated againſt this injuſtice, and claimed a ſhare of it for their labour; but in vain, for they could obtain no kind of redreſs. Thereupon, incenſed to the higheſt degree againſt their officers for their rapacious and ſordid conduct, a general mutiny took place, and, for the ſpace of ſix months, they had deſpiſed all authority. Such was the internal ſituation of the garriſon of Louiſburg, when our troops appeared before it. The ſoldiers then felt for the honour of their King and country, and expreſſed a willingneſs not only to forget the conduct of their officers, and the injuries they had received, but to unite with them in the common cauſe, and demanded of them to be led out to attack the Britiſh. But officers who had the meanneſs to act as they had done, were conſequently incapable of entertaining a generous or honourable ſentiment. Happily for the Engliſh, they miſtruſted the ſincerity of ſuch noble and exalted declarations, conſcious that they themſelves would not do ſo much for their country. They checked the ardour of their ſoldiers, whom they kept up in the town during the whole of the ſiege, like ſo many priſoners; for had M. de Chambon muſtered his whole force, and attacked our army immediately on their landing, and before they broke ground,—conſidering the undiſciplined ſtate of our troops, and the probable ardour with which the French ſoldiers would have fought, to regain the confidence of their officers, there is little doubt but that they would either have been forced to reimbark again, or, at leaſt, would have been ſo much checked at the beginning of the enterprize, that the taking of the place might have turned out a very difficult matter.

We ſhall not enter into a minute detail of all the operations of the ſiege, but only inform the reader of ſome of the moſt important particulars. The enemy committed a very great blunder in abandoning the grand battery ſo early in the ſiege as they did, and that, too, without deſtroying either the works or the cannon. They ſaw their error when it was too late; and endeavoured to repoſſeſs it, but were repulſed, and obliged to retire. The attack our people made on the iſland battery was ill concerted, and it was no wonder they were obliged to retreat: but the perſeverance of our troops deſerves every commendation.

The return of the Renommée to France, made the French Miniſtry tremble for the fate of Louiſburg. They diſpatched the Vigilante of ſixty-four guns, (the only ſhip they had ready, and newly off the ſtocks), under the command of the Marquis de Maiſonfort, with ſtores for the place; but, when within a few hours ſail of the harbour, on the 19th of May, ſhe was intercepted by Commodore Warren in the Superb, and ſeveral other ſhips of war, when, after a ſmart action, ſhe was obliged to ſtrike. This was concluſive; and the Commodore being now conſiderably reinforced by ſhips from England, reſolved to puſh into the harbour with his largeſt ſhips, and to make a general attack on the fort; but he was prevented, by the Governor's offering to capitulate, and to yield up the place on the 27th of June. Poſſeſſion was taken of it on the 28th. The garriſon was compoſed of ſix hundred regular troops, and three hundred militia; they were allowed the honours of war, were not to ſerve for twelve months, and to be tranſported to France at the charge of his Britannic Majeſty. Beſides the cannon at the different batteries, there were found ſixty-four pieces of cannon on the walls of the town. Our loſs amounted to one hundred and one men killed, and about thirty who died of ſickneſs. The enemy had three hundred men killed, beſides near as many who died alſo of ſickneſs.

The prizes made by his Majeſty's ſhips and privateers, were very conſiderable. The Vigilante of ſixty-four guns, beſides being quite a new ſhip, had on board a great many battering cannon, a great quantity of ſtores of all ſorts, and one thouſand barrels of gun-powder, altogether valued at 60,000 l., excluſive of the ſhip, guns, and head money for five hundred and ſixty men. Several valuable prizes were likewiſe made in endeavouring to evade the vigilance of our fleet: theſe were chiefly laden with ſtores and proviſions. Beſides which, the Charmante, a French Eaſt India ſhip of ſix hundred tons, twenty-eight guns, and ninety-nine men, was taken by the Princeſs Mary and Canterbury; ſhe was valued at 200,000 l. The Cheſter and Mermaid took the Heron, another French Eaſt India ſhip, valued at 140,000 l.; and Notre Dame de Deliverance fell into our hands, conjecturing the place ſtill to be in poſſeſſion of the French, from the colours of that nation being always hoiſted whenever a ſail was ſeen to approach the harbour. By this ſtratagem they were decoyed in along-ſide our ſhips of war before they diſcovered their miſtake. The fate of this laſt veſſel was particularly hard. She had come from the South Seas with the Lewis Eraſmus, and Marquis d'Antin; and were all three laden with cargoes of great value. They had nearly reached their deſtined port, when they were attacked by the Prince Frederick and Duke privateers. After a ſtout battle, the two former were taken, and the N. D. de Deliverance had the good fortune to eſcape.

She made for Louiſburg, where, ſeeing French colours hoiſted, they thought their dangers at an end. As they drew nearer the harbour, however, two ſhips came out and bore down upon them, namely, the Sunderland and Cheſter, two Britiſh ſhips of war, ſent out on purpoſe to make more ſure of their prize; and a very valuable one ſhe proved to be, having money and goods on board to the amount of 600,000 l.[*]

The reduction of Cape Breton was of the greateſt importance to Great Britain, as well as to our North American colonies. It not only diſtreſſed the French in their fiſhing and navigation, but removed all fears of encroachment or rivalſhip with the Britiſh fiſhers on the banks and coaſts of Newfoundland. It freed our northern colonies from a powerful and dangerous neighbour, overawed the Indians of that country, and ſecured the poſſeſſion of the Province of Acadia, or Nova Scotia, to the Crown of Great Britain [†].

Mr Auchmuty, as we obſerved in another place, had the ſole merit of ſetting this glorious enterprize on foot. This alone might have convinced the mother country, what great things our coloniſts are capable of atchieving. Although the importance of this conqueſt might fall ſomething ſhort of Mr Auchmuty's ſanguine expectations, yet it cannot be denied but that Louiſburg affords our fiſhers a good and ſecure harbour, while, by increaſing our fiſhery, it augments the number of our ſeamen, furniſhing at the ſame time employment to many thouſand families.

The news of the taking of Cape Breton occaſioned the greateſt joy in England; and the Miniſtry, ſenſible of the great exertions of the officers, repreſented their conduct to his Maje-

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[*] Her cargo conſiſted of the following articles: 18 ſerons of gold, each 65 pounds weight, amounting to 1170 pounds Avoirdupois; 15,399 double doubloons, each worth four piſtoles; 153 gold ſnuff-boxes, making 918 ounces of pure gold; a gold-hilted ſword, the gold weighing 2 pounds; a gold watch; a five moidore piece; 36 piſtoles; pieces of eight to the amount of 214,400 l. Sterling; 764 ounces of virgin ſilver, entered at 5 s. 6 d. per ounce; 31 pounds of ſilver ore; 2 large ſilver hargons; 9 ſilver ſnuff-boxes; 6 pairs of diamond ear-rings; 2 diamond rings; a pair of ſolitaires; 2 ſtone roſes; 2 diamonds ſet in gold; 5 pairs of ſolitaires; 877 ſerons, and 316 bags of cacao; 203 ſerons of Jeſuits bark; 191 tanned hides; 181 dozen of fans; 36 bales of Spaniſh or Carmenian wool.

[†] Smollet's Continuation of the Hiſtory of England, Book II. chap. 8. page 142.

jeſty, who was pleaſed to promote Commodore Warren to the rank of Rear-Admiral of the Blue. Governor Shirley obtained the command of a regiment, with the rank of Colonel. Mr William Pepperell was created a Baronet of Great Britain, and had likewiſe the command of a regiment given to him, with the rank of Colonel. The Shirley-galley was purchaſed by Government, made a poſt ſhip in the Royal Navy, and her former commander, Mr John Rous, appointed Captain of her. The Coloniſts were reimburſed by Parliament of all the expences incurred by them in this expedition; and Commodore Charles Knowles was appointed Governor over this new conqueſt.

CAPTURES MADE BY HIS MAJESTY'S SHIPS ON THE NORTH AMERICAN STATION.

THE Flamborough, Captain Joſeph Hamer, took a French ſhip of three hundred and twenty tons, twenty-four guns, and one hundred and twenty men, from the Havannah for Cadiz; having on board ſixty thouſand dollars, and ſeveral cheſts of gold; valued altogether, at 50,000 l.

The Roſe, Captain Frankland, took, after a long and obſtinate engagement, the La Conception, of four hundred tons, twenty guns, and three hundred and twenty-ſix men, from Carthagena for the Havannah. The Roſe had only one hundred and ſeventy-five men on board when the action began. The enemy had one hundred and ſixteen men killed, and forty men wounded. On board the Roſe, five men were killed, and thirteen wounded. The prize was carried into Charles-town, South Carolina, and proved of great value; having on board eight hundred ſerons of cocoa, ſixty-eight cheſts of ſilver, gold and ſilver coin to a great amount; plate; a curious two-wheeled chaiſe, the wheels, axletree, &c. all of ſilver; diamonds, pearls, precious ſtones, gold, &c.; together with the Viceroy's ſecretary, and other rich paſſengers.

In order to form a proper idea of the immenſe value of this prize, we ſhall quote the words of a very reſpectable author, viz. Peter Henry Bruce, who was at Charleſtown when the Conception arrived. "Captain Thomas Frankland brought in "here, a very rich French prize, whoſe principal loading

" conſiſted in piſtoles, a few cheſts of dollars, and a great " deal of wrought gold and ſilver. The quantity was ſo great, " that the ſhares were delivered by weight, to ſave the trouble " of counting it; ſo that piſtoles were now ſeen in greater " plenty, than the dollars had been in Providence; which " could not but be very mortifying to Governor Tinker, who " was thereby deprived of the profits accruing from her condemnation, conſidering Captain Frankland was ſtationed " there. But he met with this mortification in general, as no " privateer would ever enter with their prizes into the harbour " of Providence, after the treatment that Sibbald and Dowall " had met with. After all, when the cargo was taken out of " this prize, and the veſſel was to be put up for ſale, the " French Captain told Captain Frankland, that if he would " engage to reward him handſomely, he would diſcover a hidden treaſure to him, which no one knew of but himſelf. " Captain Frankland engaged to reward him very generouſly; " and he did diſcover thirty thouſand piſtoles in a place where " no one would have thought of finding any thing. The " French Captain afterwards told Governor Glen, that Captain Frankland's generoſity conſiſted only in one thouſand " piſtoles; a poor reward, he ſaid, for ſo great a diſcovery.

" Captain Frankland made another very accidental diſcovery: He had taken into his ſervice a briſk little French boy, " who had belonged to the French Captain; who, having a " walking-ſtick of no value, one of the ſailors had taken it " from him. The boy lamented his loſs ſo much, that Captain Frankland ordered ſearch to be made for it, to return it " to the boy. The ſtick was brought to the Captain, who " ſeeing it was of no value, aſked the boy how he could make " ſo much ado about ſuch a trifle? The boy replied briſkly, " he could not walk like a gentleman, and ſhew his airs, without a ſtick in his hand. Upon the Captain's going to return " him the ſtick, he gave him a tap on the ſhoulder with it, " and finding ſomething rattle in the inſide of it, withdrew to " a room by himſelf, and taking off the head of it, he found " jewls (according to the French Captain's report) worth " twenty thouſand piſtoles. The Captain had given the ſtick " to the boy when he ſurrendered, in hopes of ſaving it; ima-

"gining no perſon would take notice of ſuch a trifle in the "hand of a boy."

WEST INDIES.—JAMAICA STATION.

No ſooner had the French Miniſtry received intelligence that Vice-Admiral Davers, with a ſtrong ſquadron, (See Note 40.) was diſpatched to the Weſt Indies, than they alſo ſent thither a ſtrong ſquadron under the command of the Chevalier de Caylus. He arrived at Martinico, the 28th of March, and cauſed great conſternation among all the Britiſh iſlands; for the naval force left under the command of Commodore Knowles, by Commodore Warren, when he went to North America, was ſcarcely able to afford protection to the trade of the iſlands, much leſs to cope with the naval force under M. de Caylus; who, when at Martinico, took on board his fleet twelve hundred ſailors extraordinary, and fifteen hundred volunteers. Inſtead, however, of making any attack on the Britiſh iſlands, he ſailed for Leogane, at the weſt end of the iſland of Hiſpaniola. So conſiderable a force in the neighbourhood of Jamaica, gave Governor Trelawney ſuch juſt reaſons to apprehend an attack, that he proclaimed martial law, aſſembled the militia, and put the iſland in the beſt condition in his power to make reſiſtance. The Spaniards had a ſtrong ſquadron at the Havannah; and had they united their forces to thoſe of the French, the iſland would have been in the greateſt danger.

At this time, a conſpiracy was diſcovered among the Negroes; and it might have been attended with the moſt ſerious conſequences, had there been a powerful enemy at hand to have aſſiſted them. Such aſſociations were then more frequent; as the treatment the unfortunate Negroes met with, was ſevere in the extreme. But, from the wiſdom of the Legiſlatures of the ſeveral Weſt India iſlands, in which Jamaica led the way, the hardſhips they laboured under are greatly mitigated, if not entirely removed. They now enjoy more liberty than in their native country; and, from the regulations made, the ſituations of the Negroes, and their families, are rendered comfortable.

Sir Chaloner Ogle, when he returned to England, took moſt of the large ſhips with him; ſo that until the Spaniards left the Havannah with their fleet, in order to convoy home their treaſure, Admiral Davers could only act on the defenſive.

The Drake ſloop of war, Captain Clarke, captured a Spaniſh ſloop from Carthagena, with eight thouſand pieces of eight on board. Alſo, a large French ſhip from St Martin's, of twelve guns, and twenty-four men, laden with cocoa, ſugar, and indigo.

The Merlin ſloop of war, Captain David Brodie, took the Union, the Vainqueur, and the Bacchus, three French privateers, of ſixteen guns each; the St Antonio, a Spaniſh privateer of ten guns; the Petit Guave, a French privateer of fourteen guns; and the Ferdinand of eighteen guns. This laſt, he boarded and carried. The enemy had forty-two men killed and wounded. But what redounded much more to his honour was, his attacking, and after an obſtinate engagement obliging to retire, two Spaniſh xebeques, each of equal force to the Merlin. Theſe were the veſſels which had taken his Majeſty's ſloops the Achilles and Blaſt, and had been fitted out for the expreſs purpoſe of taking the Merlin.

The only expedition the French Commodore engaged in, proved unſucceſsful. This was againſt the little iſland of Anguilla. Perhaps, indeed, he judged his force inadequate to reduce any of our principal ſettlements. This ſmall iſland was therefore ſingled out, moſt likely by way of retaliation on Governor Hodge and his little corps of Anguillian volunteers, for their diſpoſſeſſing the French of the iſland of St Martin's in their neighbourhood, the year before. With this intent, M. de Caylus detached M. la Touche, with two frigates, and ſome privateers, having very near ſeven hundred men on board. They appeared off the iſland the 21ſt of May, and landed their troops. Governor Hodge had no other military, than the militia of the iſland, to reſiſt theſe regular forces; and even theſe did not exceed one hundred and fifty men. He had raiſed a breaſt-work at a narrow paſs, behind which he reſolved to make his ſtand. The enemy attacked him with great briſkneſs; but he maintained his ground, and in leſs than a quarter of an hour, he obliged them to retire with the loſs of thirty-ty-two men killed, and twenty-five wounded; near fifty were made priſoners, being ſo hotly purſued that they could not reach the boats with the reſt of their companions. Captain La Touche was wounded in two places.

LEEWARD ISLAND STATION.

The Britiſh Miniſtry were no ſooner aſſured that M. de Caylus had ſailed with a ſquadron of ſhips of war to the Weſt Indies, than orders were ſent to Vice-Admiral Medley to detach a part of his fleet, (See Note 41.) under the command of Vice-Admiral Townſend to that quarter. He accordingly left Gibraltar the 2d of Auguſt, and arrived off Martinico the 3d of October. He there joined the Pembroke of ſixty, and Woolwich of fifty guns, and continued cruizing off that iſland, which the ſucceſs of his cruizers very much diſtreſſed.

The French being now ſenſible how much their trade ſuffer from our cruizers, ſent out a ſtrong fleet under the command of Commodore Macnamara, in the Magnanime of eighty guns, to eſcort two hundred ſail of ſhips, laden with merchandize, ſtores, and proviſions, for the Weſt Indies; but advice being conveyed to Vice-Admiral Townſend of their ſailing, he kept a ſharp look-out for them. On the 31ſt of October, about ſeven in the morning, he diſcovered about forty ſail of French ſhips coming round the ſouth end of the iſland of Martinico, cloſe under the ſhore. Five or ſix appeared to be large ſhips, whereupon he made the ſignal for the line of battle; but finding that their Commodore endeavoured to avoid him, he hauled down the ſignal for the line, ordered a general chace, and purſued the enemy with all poſſible expedition. This plan ſucceeded ſo well, that ſeveral of the French merchantmen were driven to leeward, and taken. Vice-Admiral Townſend, with the largeſt of his ſhips, continued to purſue the French ſhips of war, when one of them called the Rubis, carrying away her fore-top-maſt, the Lenox got near enough to exchange ſome broadſides with her. She was forced aſhore into a ſandy bay under a fortification, on the ſouth ſide of the iſland. Commodore Macnamara in the Magnanime,

nanime, with great difficulty reached the bay of Fort Royal, and got cloſe under the protection of the citadel and batteries; in doing which, however, he ran on a bank, where the ſhip lay for eight hours, but was got off by taking out a great many ſtores, ſtarting her water caſks, &c. The next day (November 1ſt) was ſpent in cutting out a number of their merchant ſhips, and in burning and deſtroying others. The 2d, the Vice-Admiral iſſued orders to the Dreadnought and Ipſwich, to attempt to take or deſtroy the Rubis, which lay aſhore. They fired ſome broadſides at her, but finding the ſhot did no kind of execution, they deſiſted from the enterprize as impracticable. The 3d, the Vice-Admiral ſent the Ipſwich, Argyle, and Severn, to pick up ſuch veſſels as had ſheltered themſelves in ſhore; otherwiſe, to burn and deſtroy them: and in this they were very ſucceſsful. Of the French convoy deſtined for Martinico, upwards of thirty were taken, ſunk, burnt, or driven aſhore and wrecked. A blow which the enemy very ſeverely felt.

The Vice-Admiral left a ſquadron to cruize off Martinico, and proceeded to viſit all the Britiſh iſlands within the limits of his command. He collected the trade, and diſpatched them under convoy of the Severn and Woolwich for England. After which he returned to his ſtation off St Pierre's, Martinico, where he intercepted a French privateer of twenty guns, and two hundred men; and took five Dutch ſhips going with proviſions from St Euſtatia to Martinico.

MEDITERRANEAN.

Vice-Admiral Rowley continued to command the Britiſh fleet in the Mediterranean; and early in the year he was joined by a ſtrong reinforcement under Rear-Admiral Medley, (See Note 42.) The Miniſtry, receiving information that the French had diſpatched a powerful fleet to the Weſt Indies, gave orders to Admiral Rowley to ſend a ſtrong detachment there likewiſe, under the command of Vice-Admiral Iſaac Townſend, where he performed very great ſervices. Vice-Admiral Rowley poſted his cruizers in ſuch a manner, that the Spaniards found it a very difficult matter to ſupply their army in Italy with proviſions; no leſs than eighteen tranſports, great and ſmall, with troops, ſtores, and proviſions, being taken by the Rocheſter alone. He proceeded himſelf, leaving Rear-Admiral Medley with twenty-four ſail of the line, to block up the Spaniſh fleet in Carthagena harbour, where the Spaniards had been extremely diligent in getting their ſhips of war ready for ſea, with a deſign of eſcorting more troops to Italy, and then to effect a junction with the French fleet from Breſt. The vigilance of Admiral Rowley, however, rendered all their ſchemes abortive. He watched the motions of the Spaniards ſo cloſely at Carthagena, that they durſt not venture to quit that port. At the ſame time he detached Commodore Oſborne to cruize off Cadiz, (where the Breſt ſquadron was), with twelve ſail of the line. This effectually prevented them from giving the aſſiſtance which both they and the Spaniards had propoſed to the grand ſcheme of placing the Pretender on the Britiſh throne.

The Jerſey of ſixty guns, (one of Commodore Oſborne's fleet) commanded by Captain Charles Hardy, fell in with, near the Straits' mouth, the St Eſprit, a French ſhip of war of ſeventy-four guns. The Jerſey engaged her from half an hour paſt ſix in the evening, till nine, when the St Eſprit bore away, and returned to Cadiz to refit, having loſt her fore-maſt and bowſprit, and having twenty men killed in the action. She had five merchant ſhips under her convoy; but theſe, on the commencement of the action, put back to Cadiz. Two of them venturing out a ſecond time, were purſued by his Majeſty's ſhip the Dartmouth; when the crews finding no other means to eſcape, ran their veſſels aſhore, and ſet them on fire. The Dartmouth ſoon after forced aſhore four Spaniſh polacres near Cadiz. The ſquadron before Carthagena, beſides blocking up the Spaniſh fleet, did incredible miſchief to the enemy's commerce. They took many valuable prizes to and from Marſeilles and the Weſt Indies; deſtroyed and took upwards of eight privateers; captured ſeveral veſſels with timber for the uſe of the Spaniſh fleet, and deſtroyed others.

When the Genoeſe formally declared againſt the Queen of Hungary, and took part with the Houſe of Bourbon, Vice-Admiral Rowley detached Commodore Cooper with a ſtrong ſquadron, and all the bomb-ketches he had with him, to bombard the ports on the coaſt of Genoa. Before the middle of September, the towns of Savona and Final ſuffered ſeverely for the part the republic had taken; but they eſcaped tolerably well, when compared to the town of St Remo, which was laid in ruins by the ketches and ſhips of war. The unfortunate Corſicans availed themſelves of this opportunity to endeavour to throw off the Genoeſe yoke; and the malcontents, as their oppreſſive Governors ſtyled them, entered into negociations with his Sardinian Majeſty; the Marquis de Rivarola, one of their chiefs, promiſing to ſecond moſt powerfully any enterprize that ſhould be formed to diſpoſſeſs the Genoeſe of the iſland.

Upon this, it was agreed, that Commodore Cooper, with his ſquadron, conſiſting of fifteen ſail, ſhould ſail for Corſica; and, on the 17th of November, he arrived off the harbour of Baſtia, which is the capital of the iſland. Three ſhips of war anchored to the eaſt of the town, at the diſtance of a muſket-ſhot: two frigates anchored in like manner, and about the ſame diſtance, on the weſt; and four bomb-ketches lay right before the town. A ſummons was then ſent to the Chevalier de Mari, Commiſſary for the republic of Genoa, to ſurrender; but he declared his firm reſolution to defend the place to the laſt extremity. On the following day, he commenced hoſtilities, by firing on the Britiſh ſhips, on which a furious cannonade and bombardment commenced, and continued till early in the morning of the 19th; by which time all the cannon in the place were diſmounted, great breaches made in the walls next the ſea, eight or ten houſes burnt, and many others greatly damaged; the ſquadron having expended five thouſand cannon bullets, and five hundred bomb-ſhells at the town and citadel.

On the 20th, the ſquadron weighed and drew off; and as the Commodore had not heard any thing from M. de Rivarola, during the attack, it was ſuſpected that he had not been able to appear in force before the place, and that he had relinquiſhed the deſign. The contrary, however, ſoon appeared; for, on the 16th, he came within a day's march of the town with four hundred men, and took poſt. By the 19th, he was joined by conſiderable numbers; and being able to muſter a little army of two thouſand determined men, he reſolved to aſſault the place.

As ſoon as the Britiſh ſhips gave over the attack, the Chevalier de Mari called a council of war, in which it was reſolved by himſelf and officers, to quit the town immediately, as from the damages it had received during the late attack, it was no longer tenable. They accordingly embarked on board two veſſels in the harbour, and ſailed for Genoa. The Gonfalonier of Baſtia, immediately on the departure of the Chevalier de Mari and his officers, convened the townſmen, who agreed to capitulate with the malcontents. The negociation was ſpeedily ſettled; for M. de Rivarola entered the town in triumph on the 21ſt. The garriſon conſiſted of four hundred men. Part of them inliſted with the Corſicans; the reſt were made priſoners of war.

Commodore Cooper ſent ſome ſhips of war and the bomb-ketches under the command of the Honourable George Townſhend to Leghorn, the latter to be refitted, and the rigging of the former to be repaired, which was all the damage or loſs they had ſuſtained. On the 3d of December, Captain Townſhend ſailed with the ſhips for Corſica, ordering the ketches to follow him as ſoon as repaired. When he arrived there, he found that the Genoeſe had been driven from St Fiorenzo, and the town of Mortella; ſo that they only poſſeſſed Calvi, Ajaccio, and Bonifacio, in the whole iſland; and of theſe, there was every reaſon to believe, the juſtly exaſperated Corſicans would ſoon diſpoſſeſs them.

The ſucceſs of the different cruizers belonging to Vice-Admiral Medley's fleet, was very conſiderable. The Rupert and Guernſey, commanded by Captains Ambroſe and Corniſh, on their way from Gibraltar to Liſbon, took a Spaniſh regiſter ſhip called the Maria Fortune, of three hundred and fifty tons, ſixteen guns, and ſixty-four men, together with ſome paſſengers, among whom was the Governor of Paraguay. Her cargo coſt above 100,000 l. in Spain, and inſurances had been made on her to the amount of 550,000 dollars. The Rupert took ſome other prizes, and came up with a French privateer, which, on receiving the firſt broadſide, ſunk. In endeavouring to ſave the crew, Captain Ambroſe loſt his third lieutenant Mr Bell, and two men. The Kennington, Captain Cotton Dent, took the Poſtillion of Alicant, a Spaniſh regiſter ſhip, valued at 24,000 l. The Guernſey took a Venetian ſhip from Cadiz for Genoa, with 80,000 piſtoles, and much rich merchandize on board. Of a convoy which ſailed from Naples, of near fifty ſail, great and ſmall, with ſtores and proviſions for the uſe of the Spaniſh army, about forty of them were taken by the Rocheſter and Loweſtoffe, belonging to Commodore Cooper's fleet.

His Sicilian Majeſty broke through the neutrality he had engaged to obſerve, and openly ſent troops to the aſſiſtance of his brother Don Philip. From the preparations which had been made by him, it was conjectured, that he meant to take a very active part in the war. He at the ſame time publiſhed a declaration, in which he pointed out ſome very plauſible pretexts for his conduct; but he probably would not have been allowed to proceed in his deſign, without receiving another viſit from the Britiſh fleet, perhaps ſtill more unwelcome than that which had been paid him by Commodore Martin, in 1743; but his Majeſty's father-in-law, the Elector of Saxony, having now become one of the confederates of the Queen of Hungary, ſent the Count de Salvatico to Naples, to prevail on him to pay a greater deference to his counſels and remonſtrances, and not to think of acting in direct oppoſition to the alliances he had entered into. It is ſuppoſed alſo to have been hinted by the Count, that unleſs ſome regard was paid to this, it would not be in the Elector's power to prevent a ſecond viſit from the Britiſh fleet. On this his Majeſty reſolved to act as an auxiliary only: therefore, to keep his faith with Spain, and at the ſame time prevent his own dominions from becoming the ſeat of war, all he did was to ſend ten thouſand men, under the command of General de la Viefuille, to the aſſiſtance of the Count de Gages.

CAPTURES IN THE BRITISH SEAS, &c.

THE Cheſter and Sunderland, commanded by Captains Geary and Brett, being in the Soundings on the 20th of February, gave chace, at ten in the morning, to a French ſhip of war; and at ſix in the evening, her main top-maſt going by the board, ſhe ſtruck her colours; and proved to be the Elephant, of twenty guns, and one hundred and thirty-four men, commanded by M. Sellet. She was from the Miſſiſippi, having on board the Superintendant of that colony, with his wife and family, two French merchants, and other paſſengers; together with twenty-four thouſand pieces of eight, ſome indigo, hides, logwood, and tobacco.

The Auguſta, commanded by the Honourable Captain Hamilton, took the Compteſſe de la Riviere, a privateer of St Malo, of twenty-two guns, and one hundred and ſixty men; alſo, the Grand Biche privateer of St Malo, of twenty-four guns, and two hundred men. The Grand Biche, and another large privateer, had borne down, and attacked the Auguſta, taking her for a merchant-ſhip; but, on receiving the ſecond broadſide from the Auguſta, the latter ſunk, and all on board periſhed.

The Fowey, commanded by Captain Taylor, on the 12th of June, chaced on ſhore near to Feſcamp, the Griffin privavateer of St Malo, of twenty-ſix guns, and one hundred and fifty men. As ſhe was bulged he could not bring her off: her foremaſt was ſhot away, and her lee gunwale broke. He ordered her guns to be ſpiked, and the ſtores and ſmall arms belonging to her to be toſſed over board, making her Captain and about forty men priſoners. The reſt of the crew made their eſcape to the ſhore.

On the 3d of July, the Bridgewater and Sheerneſs, each of twenty-four guns, commanded by Captains Lord George Graham, and William Gordon, with the Urſula armed veſſel, of ſixteen guns, commanded by Lieutenant Ferguſon, being on a cruize, fell in, off Oſtend, with three privateers of Dunkirk; viz. the Royal of twenty-eight guns, the Ducheſſe de Penthievre of twenty-ſix guns, and a dogger of twelve guns, eſcorting ſeven prizes, which they were carrying into Dunkirk. After an obſtinate engagement, four of the prizes, three of them Virginia ſhips, ſtruck to the Sheerneſs; the two largeſt privateers ſtruck to the Bridgewater; and two Bremeners and a Scots brig, to the Urſula: the dogger made her eſcape.

The Greyhound, Captain Douglas, in his paſſage from Cork to Liſbon, took two large French ſhips, richly laden, from St Domingo.

The Hampton Court, Captain Moſtyn, took a French privateer of St Malo, called the Lys, of thirty-two guns, and two hundred and thirty men. She was added to the Royal Navy.

The Hampton-Court, the Captain, the Dreadnought, and the Sunderland, commanded by Captains Moſtyn, Griffin, Fowke, and Brett, being on a cruize in the Channel, fell in with the Neptune and Fleuron, two French ſhips of war, of ſeventy-four guns, and ſeven hundred men each; having with them the Dartmouth, a Britiſh privateer, which they had lately taken. Our ſhips immediately gave them chace; Captain Griffin purſued, and retook the privateer. The Sunderland unfortunately carried away her main-top-maſt, and fell aſtern. The Dreadnought being a bad ſailer, could not keep up with the Hampton-Court, who was gaining on the enemy. They were much too ſtrong, however, for Captain Moſtyn to attack them ſingly; and from this conſideration, he was induced to give over chace. A great clamour being raiſed againſt Captain Moſtyn and the other Captains, a court-martial, of which Vice-Admiral Steuart was preſident, was held, at the deſire of the Captains themſelves, to enquire into their conduct. They were all moſt honourably acquitted.

The Captain, commanded by Captain Griffin, captured the Grand Turk privateer of St Malo, of thirty-two guns, and two hundred and forty men. She was purchaſed by Government, and added to the Royal Navy. Captain Griffin alſo took the Achilles privateer, of St Malo, of twenty-two guns, and one hundred and forty-eight men.

The Monmouth, Captain Harriſon, took the Veſtale, a privateer of eighteen guns, and one hundred and ſixty men.

The ſquadron under Vice-Admiral Martin, cruizing in the Chops of the Channel, on the 26th of March, fell in with five ſail of French ſhips, richly laden from the Weſt Indies, and took them all. And ſoon after, he took the Panther, a French frigate, of twenty guns, and two hundred and ſixty men, commanded by M. de Keruzaret.

His Majeſty's ſhips Sutherland and Goſport, drove aſhore, and burnt on the coaſt of Africa, a French outward-bound Eaſt India ſhip, of thirty eight guns, and one hundred and ſeventy men.

Captain Geary, in the Cheſter, chaſed a French privateer cloſe to the fortifications of Uſhant, where ſhe anchored; but bringing the Cheſter's broadſide to bear on her, he ſoon ſent her to the bottom.

The Saphire, commanded by the Honourable Captain Keppel, took the L' Attalante, of eighteen guns, laden with ſugar, coffee, and cotton, from Martinico; and the Superb, a Spaniſh privateer of Bilboa, of ſixteen guns, and one hundred and fifty men.

The Loweſtoffe, Captain Crookſhanks, took a very valuable prize, called Le Fern, of four hundred tons, ſixteen guns, and one hundred and twenty men.

Beſides the above, many other valuable prizes were made in the Britiſh ſeas; and ſeveral ſhips with officers, ſoldiers, ſtores, and money were taken, on their voyage to Scotland, for the purpoſe of aſſiſting the Pretender.

The ſucceſs of our private ſhips of war, during the courſe of this year, was prodigious.—Some merchants of London fitted out three privateers, viz. the Prince Frederick, of twenty-eight guns, and two hundred and forty-four men, commanded by Captain Talbot, who acted as Commodore; the Duke, Captain Morecock, of twenty guns, and one hundred and fifty men; and the Prince George, of twenty guns, and one hundred and thirty-four men, to proceed on a joint cruize. On the 2d of June, they ſailed from Cowes, and on the 7th, the Prince George unfortunately overſet and ſunk: the Commodore bore down to her aſſiſtance, but out of the whole crew he could only ſave twenty men. Not diſmayed by ſo terrible a diſaſter, the two ſhips proceeded to cruize off the Azores, and between theſe iſlands and the great bank of Newfoundland. They met with no ſucceſs till the 10th of July. Between five and ſix in the morning of that day, they diſcovered three ſail bearing weſt, to which they immediately gave chaſe. They proved to be the Marquis d' Antin, of four hundred and fifty tons, twenty-four guns, and ſixty-eight men, commanded by Magon Serpere; the Lewis Eraſmus, of five hundred tons, twenty-eight guns, and ſixty-ſix men, commanded by Pedro Lavigne Luenell; and the Notre Dame de Deliverance, of three hundred tons, twenty-two guns, and ſixty men, commanded by Pedro Litant; all three belonging to St Malo. They had been four years in the South Seas, on the coaſts of Chili and Peru; and were now returning from Lima, immenſely rich. The enemy ſeemed to pay little attention to the privateers, and kept their wind. At ſeven o'clock Captain Talbot fired a gun at them, when they hoiſted their colours, and formed a line. They were ſoon after attacked by the Duke, who was to windward. Captain Talbot kept to leeward, and got within piſtol-ſhot of the Marquis d' Antin, when, after an engagement of three hours, ſhe ſtruck. During the action, the Lewis Eraſmus got on the Prince Frederick's bow, placing Captain Talbot between two fires: and on the Marquis d'Antin's ſurrendering, ſhe endeavoured to make off; but was overtaken, and obliged to ſubmit. The Duke attacked the enemy's third ſhip, who made a gallant defence; but on ſeeing the Marquis d'Antin ſtrike, ſhe made all the ſail ſhe could crowd, and had the good fortune to eſcape for that time. She was afterwards taken, however, as ſhe was entering the harbour of Louiſburg, by his Majeſty's ſhips Cheſter and Sunderland.

Captain Morecock, finding he could not overtake the Notre Dame de Deliverance, went to aſſiſt Captain Talbot in ſecuring his two prizes; who was agreeably ſurpriſed to find them from the South Seas, and of ſuch immenſe value. In the action, the Prince Frederick had one Lieutenant and five men killed, and twenty-two wounded. The Duke had ſeven men killed, and five wounded. The Marquis d' Antin had her Captain and ſix men killed, and eight wounded. The Lewis Eraſmus had only the Captain and one man killed, and four wounded. Both prizes were diſmaſted; our people having aimed chiefly at their rigging, for fear of ſinking the ſhips.

They reached Kinſale, the 30th of July, and were eſcorted from that place to Briſtol, by three ſhips of war. The treaſure and plate were put in forty-five waggons, and conducted to London, quite through the city to the Tower. The waggons were ornamented with ſtreamers, and guarded by ſailors, attended by muſic. Upon a diviſion, each common ſeaman ſeamen received the ſum of 850 l. as his ſhare of prize-money, The officers in proportion to their ranks.

The behaviour of the proprietors of the privateers, deſerves the higheſt commendation. The ſum to be ſhared among them, amounted to 700,000 l.; which they received ſoon after the rebellion in Scotland broke out. This money they nobly made a tender of to Government; well-pleaſed to accept of the national ſecurity as a ſufficient pledge for their treaſure. The offer was accepted; and the names of the proprietors ought to be handed down to poſterity, and ranked among thoſe who truly deſerve the name of Patriots.

Captain Talbot behaved with the greateſt politeneſs and generoſity to his priſoners. The officers were allowed to keep their money, rings, watches, ſwords, &c.; and to each of the common ſailors, twenty guineas were given when they were ſet on ſhore. The enemy wiſhed greatly to ranſom the ſhips: but this, Captain Talbot refuſing, they made diſcovery of a conſiderable treaſure hid in the ſides of the prizes; for which diſcovery they received a handſome preſent. Beſides all this, in overhauling the cocoa and other goods, the ſeamen every now and then found a gold wedge concealed.

A French Eaſt India ſhip, of ſeven hundred tons burden, valued at 150,000 l. was taken by the Surprize privateer of London, Captain Redmond, after an action of ſix hours; but having received a great many ſhot in her hull, ſhe ſunk next day.

The Redoubtable, a French Eaſt India ſhip from Mocha, valued at 30,000 l. and a French privateer of ſixteen guns, and one hundred and twenty-five men, were taken by the Sheerneſs privateer of Briſtol, Captain Furnell.

The St Joſeph Noſtra Santa de la Granada, from Carthagena for the Havannah, valued at 400,000 l. was taken by the Kouli Khan privateer, Captain Baker.

The Aigle of thirty guns, and one hundred and fifty men, with all ſorts of rich goods, from St Malo for Cadiz and the South Seas, valued at 50,000 l., was taken by the Tygreſs privateer, Captain Bonner.

The St Pedro brigantine, belonging to and from Ferrol, ſuppoſed to be bound for Scotland, was taken by the Ambuſcade privateer of London, Captain Ephraim Cooke, having on board two thouſand five hundred muſkets and bayonets, one hundred and ten barrels of gun-powder, ſeventy caſks of muſket ball, each caſk weighing four hundred pounds, and a great number of flints. There were alſo on board ſixty thouſand piſtoles in bags, which, with the veſſel's papers, were, during the chace, thrown overboard, except about one thouſand two hundred and ſeventeen of the piſtoles. His Majeſty, for this important piece of ſervice, was pleaſed to preſent Captain Cooke with a purſe of five hundred guineas.

The loſſes ſuſtained by the navy of Great Britain, this year, were not great. His Majeſty's ſhip the Angleſea, of forty guns, and two hundred and fifty men, commanded by Captain Jacob Elton, was taken on the 22d of April by the Apollo French privateer, of fifty-four guns, and five hundred men, after a moſt obſtinate engagement, in which Captain Elton and his firſt lieutenant were killed, and above ſixty of the crew killed or wounded. The ſhip was much diſabled, and was ſurrendered to the enemy by Mr Baker Phillips, the ſecond lieutenant; who, on his return to England, was tried for the ſame by a court-martial, held on board the Duke at Spithead, June 25th, who ſentenced him to be ſhot; which ſentence was put in execution on board the Princeſs Royal at Spithead, the 19th of July. This unfortunate man died with great compoſure and firmneſs.

The Falcon ſloop of war was taken in the Weſt Indies by the French; as was the Blandford of twenty guns, Captain Dodd, by a ſquadron of French ſhips; and the Wolf and Mercury ſloops of war, in Europe.

The following are the moſt remarkable loſſes we ſuſtained in the courſe of this year, at ſea, by accident, &c.

His Majeſty's ſhip, the Pembroke, having been rebuilt and rigged at Chatham, in falling down the river Medway, to take in her guns and ſtores at Blackſtakes, was overſet by a ſudden ſquall of wind, and ſunk; whereby near one hundred men, together with ſeven officers, and ſeveral women, were drowned. The ſhip was afterwards weighed up, and many dead bodies found in her.

Rear-Admiral Medley, on his way to the Mediterranean, with ſeveral ſhips of war under his command, together with nine Eaſt India, and about a hundred other ſhips under convoy, was conſtrained, from contrary winds, to put into Torbay on the 26th of February; and next morning, the Admiral having made the ſignal to ſail, the wind at S. E. and a great ſwelling ſea, ſome were obliged to cut, and others to ſlip or part with their cables, which put them in great confuſion. The Royal George, Field, for India, ran foul of the Cape Coaſt, Burriſh, for Africa; by which the latter ſoon after ſunk, but the crew were ſaved: the former was ſo much damaged, as to be obliged to return to Spithead to refit. A large ſhip for Liſton was drove aſhore, and wrecked, near the Berryhead; whoſe crew were ſaved. But it did not fare ſo well with the Tyger, White, from London to Newfoundland, who was likewiſe wrecked on the Berryhead; by which one hundred and ſeventy ſoldiers, ſix ſailors, and ſix women, were drowned. Captain White had both his legs broke in ſaving himſelf on the rocks. Several others of the fleet were much damaged.

In November, the Fox of twenty guns, and one hundred and ſixty men, commanded by Captain Beaver, with a great number of rebel priſoners, was wrecked near Dunbar in Scotland, and all on board periſhed.

In the courſe of the year, the Mediator, Fame, and Saphire's Prize, ſloops of war, were likewiſe loſt.

The prizes in	America,	from the Spaniards, amounted to	54
Ditto	Ditto,	French, -	107
Ditto	Europe,	Spaniards, -	73
Ditto	Ditto,	French, -	297
		Total,	531

The prizes in	America,	by the Spaniards, amounted to -	59
Ditto	Ditto,	French, - -	68
Ditto	Europe,	Spaniards, -	43
Ditto	Ditto,	French, - -	332
Ditto	Aſia,	Ditto, - -	7
		Total,	509

The above includes ſhips of war, privateers, and merchant ſhips.

The enemy captured the Black Prince privateer of Liverpool, of fifty guns, and four hundred men; the Briſtol privateer, of thirty guns, and three hundred men; and the Dartmouth privateer. Theſe were the only privateers of any value taken by the enemy. The number of prizes taken, although nearly equal in number, were widely different in point of value. Some Britiſh ſhips of conſiderable value fell into the enemy's hands; but when we conſider the number of veſſels taken by us from the South Seas, Regiſter ſhips, Turky ſhips, Eaſt and Weſt India ſhips, the balance turns out greatly in our favour.

1746.

The ſuppreſſion of the rebellion in Scotland excepted, the annals of this year afford not any thing very ſtriking, or which can much contribute to the pleaſure of the reader. We find not any plans which can be ſaid to be worthy of a great Miniſter. And as to the commanders on ſome of the foreign ſtations, they ſeem not to have exerted themſelves in the manner their country had reaſon to expect, conſidering the very great fleets which Great Britain had ſent into every quarter of the globe.

The Parliament met the 17th of October 1745; when his Majeſty, in his ſpeech, laid before them a ſtate of the nation, and demanded their aid for effectually cruſhing the rebellion. The anſwers returned by both Houſes were replete with loyalty; aſſuring his Majeſty, that they would uſe every means in their power to bring about that deſirable event; that they would adopt the meaſures he recommended to them; and that they would ſtand by him with their lives and fortunes.

Every neceſſary ſtep was taken for quieting the inteſtine commotions of the country; in which Adminiſtration received conſiderable aid from the Bank of England, the merchants of London, and other reſpectable commercial bodies throughout the kingdom. Forty thouſand ſeamen were voted for the current year; and the other neceſſary buſineſs was going on; when his Majeſty went to the Houſe of Lords, on the 14th of January, and, in a ſpeech, informed the Parliament, That the States General had preſſingly ſolicited his aſſiſtance

ſiſtance in the preſent conjunςture, as they were in danger of being oppreſſed by the power of France in the Netherlands: That he had not only promiſed to co-operate with them, but had even concerted meaſures for oppoſing the progreſs of the French: That it was with regret that he aſked any farther aid from his people at preſent. And he concluded, by exhorting them to watch over public credit; and expreſſed his entire dependence on their zeal and unanimity.

Both Houſes preſented addreſſes to his Majeſty on this occaſion, worded in the ſtrongeſt terms of duty and affection; but ſoon after, a convulſion in the Miniſtry happened, which retarded the voting of the ſupplies aſked by his Majeſty. The King had not much reaſon to be ſatisfied with his principal ſervants for allowing the rebellion to come to ſuch a head; and news arriving, at this time, of the diſgraceful check which his troops, under the command of General Hawley, had received at Falkirk, increaſed his Majeſty's want of confidence in his Miniſters. The Earl Granville making an effort to regain his influence in the Cabinet, the King liſtened to his pretenſions; and, wiſhing to have the aſſiſtance of ſo able a man, he propoſed to his preſent ſet of Councillors, to unite him in the Miniſtry with them. But Mr Pelham, and his brother the Duke of Newcaſtle, flatly refuſed to acquieſce in ſuch a propoſal; for the Miniſter was too conſcious of the very ſuperior talents of Lord Granville, to allow him any participation in his miniſtry,—juſtly apprehenſive, that notwithſtanding he might be received as a ſecond only, he would in all probability, by reaſon of his abilities, ſoon become the firſt in Adminiſtration. But, that the blame of every misfortune ſhould not reſt entirely on the ſhoulders of theſe Miniſters, they propoſed introducing ſome gentlemen into the offices of ſtate, who were juſtly eſteemed by the nation at large for ſound judgments and integrity: ſome of theſe, however, being extremely diſagreeable to the King, he, in turn, put a negative on the Miniſter's propoſal; on which Mr Pelham, with his adherents, that is to ſay, the principal perſons in Adminiſtration, reſigned their offices.

On the 10th of February, his Majeſty immediately appointed Earl Granville one of his Principal Secretaries of State. But, notwithſtanding all his power of office, the aid of his friends, and the friendſhip of his Sovereign, he found he had not ſtrength ſufficient to ſtem ſo powerful an oppoſition as that which was raiſed againſt him. He therefore, after holding the ſeals for the ſpace of three days only, voluntarily reſigned them into his Majeſty's hands, who now cloſed with the terms of Mr Pelham; on which he and his friends reſumed their employments, bringing with them ſeveral who had never been in office under Government before. Among theſe was William Pitt, Eſq; who was appointed one of the Vice-Treaſurers of Ireland, and ſoon after Pay-Maſter General of the Land Forces. This truly great man might alone have been deemed a real acquiſition to any Adminiſtration. Providence ſeems to have raiſed him to be the guardian and glory of his country. The world is now convinced, that an eminent hiſtorian has drawn a faithful portrait of him, when he ſays, "Mr Pitt had been originally deſigned for the army, in which "he actually bore a commiſſion; but Fate reſerved him for a "more important ſtation. In point of fortune, he was barely "qualified to be elected a member of Parliament, when he "obtained a ſeat in the Houſe of Commons, where he out-"ſhone all his compatriots. He diſplayed a ſurpriſing extent "and preciſion of political knowledge, an irreſiſtible energy of "argument, and ſuch power of elocution, as ſtruck his hear-"ers with aſtoniſhment and admiration. It flaſhed like the "lightning of heaven againſt the miniſters and ſons of cor-"ruption, blaſting where it ſmote, and withering the nerves "of oppoſition. But his more ſubſtantial praiſe was founded "upon his diſintereſted integrity, his incorruptible heart, his "unconquerable ſpirit of independence, and his invariable at-"tachment to the intereſt and liberty of his country*."

Matters now went on ſmoothly in both Houſes of Parliament. Beſides fifteen regiments raiſed by the nobility on account of the rebellion, proviſion was made for the ſame number of land-forces as laſt year, together with near twelve thouſand marines; for the Dutch and Heſſian troops that were in England, as alſo for the ſubſidy to the Landgrave of Heſſe-Caſſel: beſides 310,000 l. to defray the expence of eighteen thouſand Hanoverians; together with a vote of credit to his Majeſty, of 500,000 l. The following ſubſidies were alſo voted, viz. to his Sardinian Majeſty, 300,000l.; to the Queen of Hungary, 400,000l.; and 33,000l. to the Electors of Mentz and Cologn. The whole charge of the current year, as voted by Parliament, amounted to 7,250,000 l.

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* Dr Smollet's Continuation of the Hiſtory of England, Vol. III. page 173.

The only change which happened at the Board of Admiralty, was in the appointment of William, Lord Viſcount Duncannon, to be a Commiſſioner in room of the Honourable Henry Bilſon Legge, promoted. Admiral Vernon, who commanded in the Downs, was, in the beginning of January, removed from his command, which was conferred on Vice-Admiral Martin. Commodore Smith was ſent to relieve Admiral Byng on the coaſt of Scotland, he being wanted as a member on ſome court-martials. Commodore Matthew Mitchell ſupplied the place of Commodore Knowles on the coaſt of Flanders, the latter being appointed Governor of Cape Breton. Commodore Griffin was ſent out with a ſtrong reinforcement of ſhips to the Eaſt Indies, and to take command of his Majeſty's ſhips on that ſtation.

The ſucceſs with which the attack of Cape Breton had been attended, encouraged Adminiſtration to ſet on foot an expedition againſt Quebec, the capital of Canada, ſituated on the great river St Laurence; and, as the American provincial troops had behaved ſo well at the ſiege of Louiſburg, the Miniſtry reſolved once more to profit by their bravery. Accordingly, early in the Spring, propoſals were ſent out to Governor Shirley, and the other New England Governors, to raiſe a conſiderable body of men, to be ready to join the regular troops which were to be ſent from England under the command of Lieutenant-General St Clair, as ſoon as the ſeaſon would admit. The ſcheme met with univerſal approbation; and they iſſued commiſſions to ſuch gentlemen as were willing to embark in this ſervice; who, in the ſpace of a few weeks, levied eight thouſand men, ready to join the General as ſoon as ordered; but who, alas! were never called into action. For, although the troops were embarked, and the General only waited orders to proceed, yet the fleet was detained at Spithead by the moſt unaccountable delays, till the ſeaſon for action was paſt, and the enemy fully appriſed of the deſign; who determined to retaliate,

taliate, on the province of Nova Scotia, the invaſion with which we had threatened Canada.

They accordingly ſent out a ſtrong fleet, accompanied with a large body of regular troops, under the command of the Duc d'Anville, capable, as they gave out, not only to reduce that province, but all the other Britiſh provinces in North America. In order to ſtop the clamour raiſed againſt Adminiſtration, when the troops deſtined againſt Quebec were diſembarked, aſſurances were given, that they ſhould not remain unemployed, nor the nation be put to ſo great an expence to no manner of purpoſe. They were once more ordered to hold themſelves ready for ſervice; and ſome weeks afterwards, put on board tranſports, under the ſame commander, on an expedition to the coaſt of France.—Of which, in its proper place.

EAST INDIES.

M. LA BOURDONNAIS, the Governor-General of the Iſle of France and Bourbon, a man of conſummate abilities, was at Verſailles when the French Miniſtry began to act in conjunction with their allies the Spaniards; and rightly conjecturing that his own Court, and that of London, would ſoon come to an open rupture, he adviſed the French Miniſter to ſend out a ſtrong ſquadron to India, being certain, that whichever nation ſhould firſt take up arms in that country, would have a manifeſt advantage over the other. He propoſed that the fleet ſhould wait at the Iſle of France until hoſtilities between the two nations commenced, and then immediately proceed to cruize in the Straits of Sunda, in order to intercept the Britiſh China ſhips, and to afford protection to their own. The ſtrength of the French ſquadron deſtined for this ſervice, being ſuperior to that under the command of Commodore Curtis, the latter would probably, had that ſquadron been ſent againſt him, have been either defeated, or obliged to retreat; by which the French would have been maſters of the Indian ſeas.

The Miniſter immediately ſaw the wiſdom and importance of the advice given: he therefore not only ordered a ſquadron of five ſail of the line to be equipped, but appointed M. la Bourdonnais Admiral, and Commander in Chief of the King's ſhips in India, inveſting him with very ample powers over the officers of the Eaſt India Company. Never did a Miniſter make a more proper choice; and if he had ſteadily adhered to the plan of operations laid down to him by M. la Bourdonnais, in all probability the Britiſh would ſoon have been deprived of all their poſſeſſions in the Eaſt. But, fortunately for Great Britain, no ſooner had the French Admiral and his fleet ſailed for the Iſle of France, than the Directors of the French Eaſt India Company, who had not been conſulted on the occaſion, began to exclaim with great violence againſt the meaſure. They ſaid, that it was as expenſive as it was uſeleſs; for that the French and Britiſh Eaſt India Companies, being only merchants, would enter into a neutrality, in caſe a war between the two nations ſhould take place. They gave ſuch aſſurances of this to the Miniſter, that he yielded to their repreſentations; and M. la Bourdonnais, who was hated by the Directors, being no longer at hand to refute ſuch ill-founded aſſertions, the ſquadron was recalled: Nor was the Miniſter or Directors convinced of their miſtake, until the ſucceſs of Commodore Curtis made them ſenſible of the excellence of M. la Bourdonnais' plan.

The change of meaſures adopted by the Cabinet of Verſailles, was a great diſappointment to M. la Bourdonnais, who now beheld his whole ſcheme ruined by means of a ſet of mercenary traffickers. But, poſſeſſing great reſources within himſelf, he did all in his power to correct the errors into which his Court had fallen. Without magazines, without proviſions, without money, he found means, by his attention and perſeverance, to make up a ſquadron compoſed of one King's ſhip, and ſeven merchant ſhips armed for war *. With this motley fleet he ſet ſail from the Iſle of France, for the coaſt of Coromandel, but was ſoon after overtaken by a dreadful hurricane, and forced with his ſquadron to put into the iſland of Madagaſcar. Though his ſhips had ſuffered ſeverely in the ſtorm, yet he was not to be diſmayed: for, as it is expreſſed by an author of conſiderable merit ‡, " he overcame the greateſt difficulties with " ſuch

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* Abbé Raynal.

‡ Mr Orme in his Hiſt. of Indoſtan, Vol. I.

" ſuch indefatigable perſeverance and activity, as entitles him " to a reputation equal to that of the ableſt marine officer his " country has produced." This fleet, when refitted, conſiſted of one ſhip of ſeventy guns, on board of which M. la Bourdonnais hoiſted his flag: of theſe ſeventy guns, ſixty of them were eighteen pounders. In his ſquadron, there were but fourteen guns more of the ſame weight of metal, the reſt being twelve and eight pounders. All his ſhips were pierced for a greater number of guns than the Admiral had to furniſh them with. His other ſhips were, one of twenty-ſix, one of twenty-eight, one of thirty, three of thirty-four, and one of thirty-ſix guns. Five of theſe veſſels were conſtructed to carry fifty guns each. The crews of the whole ſquadron amounted to three thouſand three hundred men, of which ſeven hundred were either Caffres or Laſcars; and the number diſabled by ſickneſs, amounted to near four hundred men. (See Note 43.) With this very ill appointed ſquadron, he proceeded to the coaſt of Coromandel.

We will now take a view of the operations of the ſquadron under the command of Commodore Curtis, who had returned to Madras the beginning of the year. The Commodore was reinforced by the Wincheſter and Harwich of fifty guns each, and the Lively of twenty guns, from England. The Deptford, was in ſo bad a condition, that it was found neceſſary to ſend her home, together with the Diamond.

Juſt at the time when certain intelligence was received of a French naval force being preparing at their iſlands, to come on the coaſt of Coromandel; the Britiſh nation ſuſtained a ſevere loſs by the death of Commodore Curtis: and what made this event the more felt was, that his ſucceſſor in command was by no means equal to ſuch an important truſt, eſpecially when oppoſed to ſo able and active an officer as M. la Bourdonnais. The Britiſh ſquadron, now commanded by Commodore Peyton, (See Note 44.) was cruizing between Fort St David and Negapatnam, when, early in the morning of the 25th of June, they got ſight of the French fleet, conſiſting of eight ſail of war ſhips. M. la Bourdonnais was very ſenſible that his ſhips, in their preſent condition, were not able to contend with the heavy metal carried by moſt of the Britiſh ſquadron, in an action of any length; he knew, too, that their men were better diſciplined; but as his numbers were nearly double the crews of the Britiſh ſquadron, he formed the reſolution of boarding them; and, with this intent, determined to give battle to Commodore Peyton. The firſt part of the day there was but little wind; and the Britiſh Commander, perceiving the deſign of the French Admiral, took ſuch meaſures as to him appeared beſt for rendering it abortive. He kept as near the wind as poſſible, ſo that the two fleets were unable to come to a cloſe action. It was near four in the afternoon when they began to engage; and the fight was maintained at ſuch a diſtance, that little damage was ſuſtained by either. The Britiſh loſt the great ſuperiority they had over the enemy in their number of guns, and their weight of metal, by the diſtance they kept. The firing ceaſed with daylight. The Britiſh had fourteen men killed, and forty-ſix wounded, the greateſt part of them on board of the forty gun ſhip. The enemy had twenty-ſeven men killed, and fifty-three wounded. The Inſulaire was in leſs than half an hour diſmaſted, and had received ſo much damage, that immediately after the action, M. la Bourdonnais ordered her to proceed to Bengal to refit *.

The next morning Commodore Peyton called a council of war, when, on a review of the condition of the ſquadron, it was not thought proper to venture on a ſecond engagement, (eſpecially as the ſixty gun ſhip was extremely leaky), before the damages ſuſtained were repaired. After this diſgraceful reſolution, the ſquadron made ſail for the bay of Trincomalé, in the iſland of Ceylon, and, in the evening, loſt ſight of the enemy's fleet, which had lain-to the whole day, as if challenging the Britiſh, who were to windward, to bear down and engage them. Nothing, however, could be more contrary to the French Admiral's wiſhes or intentions; it was a mere bravado: and had Commodore Peyton aſſumed courage enough to have made ſail towards the enemy, they muſt have fled; for ſo poorly were their ſhips appointed, that moſt of them had expended the greateſt part of their ammunition; and ſeveral of them had not victuals on board for twenty-four hours. The Britiſh fleet made for Ceylon, and the French for Pondicherry, where they arrived the next day.

Whether,

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* She was loſt with all her crew in the Ganges.

Whether it was owing to the very extenſive powers with which M. la Bourdonnais was inveſted, being independent of the controul of M. Dupleix, the French Eaſt India Company's Governor-General in India; or that M. Dupleix was envious of the great reputation and wealth which it was probable the Admiral would acquire from his command, it is certain that he became extremely jealous of M. la Bourdannais, took a moſt decided part againſt him in favour of the Directors at home, and, ſo far from ſeconding the activity of that able officer, he did all that lay in his power to thwart his plans, and retard his operations. The conſequence was, that great diſſenſions aroſe between them; but the Admiral had the intereſt of his nation ſo much at heart, that he would not allow any private animoſity to injure it. He therefore ſet about the repairs of his ſquadron, getting them ſupplied with all the neceſſary ſtores, particularly forty pieces of cannon of heavy metal, well knowing, that he could not propoſe attacking any of the Britiſh ſettlements, with any proſpect of ſucceſs, until he had either completely defeated the Britiſh ſquadron, or forced them to quit the coaſt of Coromandel. For this purpoſe, he put to ſea with his ſquadron from Pondicherry the 24th of July, working to the ſouthward againſt the monſoon; and, on the 6th of Auguſt, got ſight of the Britiſh fleet on their return from Trincomalé, where they had been refitting: but, inſtead of attacking the French ſquadron, Commodore Peyton moſt ſhamefully did all in his power to avoid coming to an action; and, after being three days in ſight of the enemy, he made ſail, and diſappeared.

By ſuch daſtardly conduct, M. la Bourdonnais rightly conjectured, that from ſuch an enemy, he run no riſk of having his operations diſturbed: he therefore reſolved to lay ſiege to Madras; and returned to Pondicherry to get every thing in readineſs for this ſervice, which could not be carried on ſo ſecretly, but that the Governor and Council of that place got notice of the deſign; who, knowing the frail condition of the place, were greatly alarmed; and ſeeing that they could not rely on the fleet for aſſiſtance, they ſent to the Nabob Anwar Adean Khan, to remind him of his promiſe of reſtraining the French from committing hoſtilities againſt them by land. This meſſage was attended by a moſt unpardonable piece of negligence: they omitted to accompany their application with a handſome ſum of money, by way of preſent; the only and moſt certain means of his liſtening to their requeſt, and obtaining his protection. From this ill-judged parſimony, it is not to be wondered at that the Nabob was extremely lukewarm in their intereſts: and although he did not give the French permiſſion to proceed to hoſtilities againſt the Britiſh by land, yet he took no ſteps to prevent them, nor ſo much as uſed any menaces to hinder their beſieging Madras.

On the 15th of Auguſt, the French ſquadron appeared before that place, and cannonaded the town, which did little or no damage to it. They attempted to take the Princeſs Mary, one of the Eaſt India Company's ſhips, which lay in the road, but ſhe moved into ſhoal water, and ſo near to the batteries and fort, that they did not venture to ſend their boats to board her. In this affair they appeared ſo very unſkilful in the management of their ſhips, that it was evident M. la Bourdonnais did not command in perſon: he was at this time in Pondicherry confined to his bed by ſickneſs.

The protection of the Eaſt India Company's ſettlements was one of the reaſons which induced the Britiſh Miniſtry to ſend a ſquadron to India; and its preſence at Madras muſt have been deemed abſolutely neceſſary at this time. Its defenceleſs ſtate could not be unknown to Commodore Peyton, as the Governor and Council, with Commodore Curtis, had wrote home in the ſtrongeſt terms to the Directors, not only requeſting the fortifications to be repaired, but a ſupply of ſtores, and a reinforcement of men to the garriſon. All theſe were promiſed, but were never ſent; and when there was no appearance of the Britiſh ſquadron coming to the aid of the place, although ſix weeks had expired from the time the French fleet had ſeen them, the inhabitants began to be extremely uneaſy. They were almoſt reduced to deſpair, when they learned that the Britiſh ſquadron had been at anchor in the road of Pullicate, a Dutch ſettlement about thirty miles to the northward of Madras, on the 23d of Auguſt, where the Commodore received intelligence of what had happened in Madras road on the 15th; and who, inſtead of repairing thither, had put to ſea, and proceeded to Bengal, in order to get the Medway repaired, ſhe having become ſo very leaky, that it was feared the ſhock of firing her own cannon would ſink her, if ſhe ſhould be brought into battle. Thus, Madras was left to its fate; and M. la Bourdonnais, knowing the very indifferent ſtate the fortifications of the town were in, as alſo what a feeble garriſon it had, proceeded to attack it. On the 3d of September, the French ſquadron anchored four leagues to the ſouthward of the place. M. la Bourdonnais there diſembarked a part of the troops deſtined for the ſiege, who marched next day within cannon-ſhot of the town. His fleet having now come to an anchor before the place, and landed the remainder of the troops, with the tents, artillery, &c. his whole force amounting to eleven hundred Europeans, four hundred Caffres, and as many Sepoys; he puſhed on his operations with vigour, and, by the 7th, began to bombard the place from a battery of nine mortars. In the evening, three of their largeſt ſhips drew as near the town as the depth of water would admit, and cannonaded it.

At this time, M. la Bourdonnais was greatly alarmed by the contents of a letter from M. Dupleix, which informed him that ſome large ſhips had been ſeen to the ſouthward of Pondicherry. He believed them to be reinforcements for the Britiſh fleet from England; and was about to give orders to reſhip the heavy artillery, and raiſe the ſiege, when the arrival of another letter relieved the French Commander from his perplexities, and he advanced ſo briſkly in his works, that, on the 9th, two deputies from Governor Morſe arrived in the French camp to treat for a ſurrender of the place. They found M. la Bourdonnais determined to have it on his own terms; and, as he dreaded the return of the Britiſh ſquadron, he was reſolved, if they were not complied with, to give a general aſſault to the town; for which purpoſe he had landed a conſiderable number of his ſailors. The deputies returned, and, on the 10th, came out again to the French camp, when ſome alterations being made from the terms firſt dictated by M. la Bourdonnais, the capitulation was ſigned, by which it was agreed, that the Britiſh ſhould ſurrender themſelves priſoners of war: that the town ſhould be delivered up; but that it ſhould be afterwards ranſomed. M. la Bourdonnais gave his promiſe, that he would ſettle the ranſom on moderate and eaſy terms. Poſſeſſion was immediately taken of the gates, magazines, and of the ſhip Princeſs Mary. The French reported, that, during the ſiege, they loſt not a man; and the loſs of the Britiſh was only four or five men, and a few houſes demoliſhed by the ſhells. The Britiſh inhabitants were permitted to reſide without moleſtation in their houſes.

The day on which Madras was ſurrendered, the Nabob Anwar Adean Khan, who had diſpatched a meſſenger in great haſte on a camel, arrived at Pondicherry with a letter to M. Dupleix, in which the Nabob expreſſed great ſurpriſe at the preſumption of the French, in daring to attack Madras without having firſt obtained his permiſſion, threatening to ſend his army there to chaſtiſe them, if the ſiege was not immediately raiſed. M. Dupleix, with great art, found means to allay this ſtorm, by cauſing his agent at the Nabob's Court to pacify his Highneſs, by aſſuring him, that if the town was taken, it ſhould be given up to him. The agent at the ſame time remarked to the Nabob, that the Britiſh would no doubt be willing to pay him a large ſum of money for the reſtitution of ſo valuable a ſettlement. This had all the effect M. Dupleix could deſire; and in this tranſaction he firſt diſcovered his pretenſions to the right of diſpoſing of Madras, which he thought was inveſted in himſelf, as Governor-General of the French Eaſt India Company's ſettlements in Indoſtan. But this, M. la Bourdonnais, would not allow of: he conſidered his own commiſſion as ſuperior to that of the Governor-General; and, comformable to his promiſe, proceeded to treat with the Britiſh for the ranſom of the town. Againſt this M. Dupleix and the Council of Pondicherry proteſted, as a meaſure of the greateſt detriment to the intereſts of the French nation, which, they ſaid, would be ſacrificed to private advantages, if Madras was not razed to the ground.

On the 27th of September, three French ſhips of the line arrived from France at Pondicherry. So large a reinforcement was highly pleaſing to M. la Bourdonnais, as, with the force now under his command, he had reaſon to hope for ſucceſs in all the operations he had planned. M. Dupleix, however, from his proteſts, and contradictions of the French Admiral, occaſioned ed ſuch delay as rendered all the Admiral's great exertions abortive. M. la Bourdonnais was ſenſible of the great riſk his ſquadron run, by remaining on the coaſt of Coromandel, at ſo critical a ſeaſon of the year; but he determined to have all matters relative to Madras ſettled before he ſhould ſail. He therefore cauſed ſuch of the effects of the place as he intended to carry away, to be put on board his ſhips; and, on the 1ſt of October, two of them ſailed for Pondicherry. On the 2d of October, the weather was remarkably mild during the whole of the day; but, about mid-night, a moſt furious tempeſt aroſe, which continued with great violence till noon of the following day. When it began, there were ſix large French ſhips in Madras road, and ſome ſmaller ones. The Duc d'Orleans, Phœnix and Lys, foundered, and in them upwards of twelve hundred men were loſt; the Mermaid and Advice prizes ſhared the ſame fate; the Achilles, the flag ſhip, and two others, were diſmaſted; and they had ſhipped ſo much water, that the people on board expected them to go down every minute, notwithſtanding they had thrown overboard their lower tier of guns. Of twenty other veſſels belonging to different nations in Madras road, when the ſtorm began, not one eſcaped being either wrecked or driven out to ſea. The ſhips which were at an anchor in the road of Pondicherry, felt nothing of this hurricane. It is obſerved, that the violence of theſe winds are generally confined to ſixty or eighty miles in breadth, although, in their progreſs, they generally blow quite acroſs the Bay of Bengal.

All the articles relative to the ranſoming of the town had been adjuſted the day before the ſtorm happened. It was ſtipulated, that the French ſhould evacuate the town of Madras by the 4th of October; and, by another article, the artillery and warlike ſtores remaining in the town, were to be equally divided between the Britiſh and the French.

M. Dupleix promiſed to M. la Bourdonnais, that he would not interfere in any tranſactions with the Britiſh after his departure, wiſhing that the French might remain in poſſeſſion of Madras for ſuch length of time only as ſhould be requiſite to adjuſt and diſcuſs all matters ariſing from the treaty. The latter, therefore, repreſented to the Britiſh, the neceſſity to which he was reduced, by the obſtinacy of the former, of extending, ſor three months, the term in which he had agreed to put them in poſſeſſion of the town. The Britiſh, not ſuſpecting any treachery on the part of M. Dupleix, and apprehenſive that, if they refuſed to admit of this alteration, they might be left to his mercy, without any terms, acquieſced in the propoſal; and the treaty was ſigned the 10th of October.

The merchandize, the half of the military ſtores belonging to the Britiſh Eaſt India Company, the King's naval ſtores, and goods belonging to the inhabitants of Madras, and which were ſhipped on board French ſhips, amounted to 130,000 l. The gold and ſilver of which they took poſſeſſion, was valued at 31,000 l. Half the artillery, which was to be given up when the town was redelivered to the Britiſh, was valued at 24,000 l. M. la Bourdonnais, who, in the whole of this tranſaction, acted as became a man of ſtrict honour and probity, after the treaty was completed, gave up to the Britiſh, and other inhabitants, every article to which they had a claim. And it was agreed, that the French ſhould put the Britiſh in poſſeſſion of Madras, before the end of the enſuing January, 1747; after which, the Britiſh were to remain in poſſeſſion of it, without being again attacked by them during the war. Upon theſe terms, the Governor and Council of Madras agreed to pay the ſum of one million one hundred thouſand pagodas, or 440,000l. Sterling, ranſom money. Of this ſum, 240,000 l. was to be paid at Pondicherry, by ſix equal payments, before the month of October 1749: and for the remaining 200,000 l. bills were to be drawn on the Britiſh Eaſt India Company, payable a few months after they were preſented. For the due performance of which treaty, the Britiſh gave hoſtages.

As M. la Bourdonnais was ſoon to ſail for the Mauritius, it became neceſſary to appoint a Governor of Madras: accordingly he inveſted one of the Council of Pondicherry, (a mere creature of M. Dupleix, by whom he was recommended) with this office; and on the 12th of October, went on board his own ſhip, which had been refitted with jury-maſts. He ſailed for Pondicherry, where he divided his ſquadron into two diviſions. One he ſent to Achen, to be ready to return early to the coaſt of Coromandel; and with the ſhips that were moſt crippled, he proceeded to the iſle of Mauritius, where he arrived the beginning of December. He ſoon after left the Mauritius;

which, from a foreſt, he had rendered a flouriſhing colony, and the arſenal of all the French military expeditions in India*.

Speaking of this great man, a very reſpectable author ſays, "So many misfortunes brought on by the intrigues of Dupleix, determined La Bourdonnais to return to Europe, where a horrid dungeon was the reward of all his glorious ſervices, and the end of all the hopes which his nation had built upon his abilities†."

We cannot finiſh our account of this illuſtrious man, without giving one teſtimony more of his worth, the meanneſs of his enemies, and the baſeneſs of a government which could allow a ſubject, who had rendered ſervices ſo important to the ſtate, to be treated with ſuch ſeverity and injuſtice. "The intrigues of M. la Dupleix, Governor of Pondicherry, had cauſed Bourdonnais to be ſent to Europe a priſoner. On his arrival in France, he was ſhut up in the Baſtile; and after remaining there three years and a half, his judges found him innocent of the charges brought againſt him. In his confinement, he contracted a mortal diſtemper, of which he died, ſoon after his acquittal. No recompence was made to his family, for theſe his unmerited ſufferings. The public, indeed, beſtowed upon him the flattering title of, La Bourdonnais, the Avenger of France, and the Victim of Envy ‡."

From this picture of a truly great man, we muſt now turn to that of a mean, and avaricious knave, in the perſon of M. Dupleix. By his moſt infamous colluſion with the inhabitants of Pondicherry, the latter were ſuborned to preſent a petition to the Governor and Council of that place, in which they repreſented the abſolute neceſſity of annulling the treaty of ranſom for the town of Madras. This the Governor and Council not only received, but, pretending a great deference for, what they were pleaſed to term, the general voice of the people, reſolved to violate what the moſt ſavage nations would have held ſacred, thereby ſetting an example of perfidy not to be equalled in the hiſtory of Indoſtan.

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* Mr Orme's Hiſtory of Indoſtan.

† Abbé Raynal.

‡ M. de Voltaire.

By their orders, M. Paradis, the French Governor of Madras, was to call all the inhabitants of that unfortunate place together, which he did on the 30th of October; and the better to ſecure obedience to the orders he was to communicate, he had his garriſon drawn up under arms, when he read a manifeſto, addreſſed to the Britiſh inhabitants of Madras, by which the treaty of ranſome made with M. la Bourdonnais, was declared null. The Britiſh were enjoined to deliver up the keys of all magazines, without exception: and all merchandizes, plate, warlike ſtores, proviſions, and horſes, were declared the property of the French Eaſt India Company. They were only permitted to diſpoſe of their moveables, clothes, and the jewels of the women; and were required to give their parole not to ſerve againſt the French nation, until they ſhould be exchanged. It was beſides declared, that thoſe who refuſed to obey this mandate, ſhould be apprehended, and ſent priſoners to Pondicherry. All, excepting ſuch as were willing to take the oath of allegiance to the King of France, were ordered to quit the town in four days, and were prohibited from taking up their reſidence within the bounds of Madras, or in any of the country-houſes belonging to the Britiſh, without thoſe bounds. Vain was the proteſt which the Governor and Council of Madras entered againſt ſo infamous a violation of a ſolemn treaty.

Such unjuſt and arbitrary conduct, was a high aggravation of their openly violating the public faith: nor had they even the effrontery to lay any thing to the charge of the Britiſh, to juſtify ſo flagrant an infraction of the treaty of ranſome. M. Paradis did not trifle with his orders: they were put in execution with the utmoſt rigour: and no band of thieves could ſeize their booty with greater keenneſs or alacrity, than the French took poſſeſſion of the effects of the Britiſh inhabitants; moſt of whom were thus ruined by M. Dupleix and his aſſociates.

But M. Dupleix went ſtill farther. To rapine and injuſtice he had the cruelty to add inſult. The Governor and principal inhabitants of Madras were conducted by a large military eſcort to Pondicherry; and here M. Dupleix, under the pretext of doing them honour, cauſed them to enter the city in an oſtentatious proceſſion, like priſoners led in triumph, and expoſed them to the view of fifty thouſand ſpectators. Others of the inhabitants, and ſome of the military and civil ſervants of the Britiſh Eaſt India Company, acted with more ſpirit, and refuſed to give the parole that was required of them; alleging, with great truth and juſtice, that the breach of the treaty of ranſome, releaſed them from that obligation which they had given to M. la Bourdonnais. Theſe luckily made their eſcape out of Madras by night; and going directly into the country, were fortunate enough to reach, by various routes, the ſettlement of Fort St David.

M. Dupleix being now freed of the Britiſh inhabitants at Madras, thought he might act as he pleaſed; and he accordingly cauſed the Black-Town there to be deſtroyed. This wanton piece of barbarity greatly diſtreſſed the poor innocent and inoffenſive natives; without being of the leaſt advantage to the French; who, in all probability, would have levelled the place with the ground, if they had not been given to underſtand, that, in ſuch a caſe, Louiſburg ſhould experience a like treatment.

The French had nothing to dread from the Nabob of Arcot, whoſe friendſhip, they gave out, they had purchaſed for a large ſum of money; and who aſſigned as a reaſon for his not obliging them to deſiſt from all hoſtilities by land againſt the Britiſh, that they had ſurrendered Madras before he had time to come with his army to its relief. What the French ſaid of him, was true; for M. Dupleix, ſo far from refraining from hoſtilities by land, made every preparation to lay ſiege to Fort St David, and ſeveral times came before the place in force, but was ſo vigorouſly received, that he was repeatedly forced to retreat. When, however, Commodore Griffin arrived from England, and aſſumed the command of the fleet, M. Dupleix was neceſſitated to deſiſt from any farther attempts on that ſettlement, and recalled his troops to Pondicherry and its environs.

The fleet, in this quarter of the globe, made ſome prizes this year. Beſides a large ſhip from Surat, taken by the Preſton, the other ſhips of the ſquadron captured the Amiable Maria; the Mahomet from Manilla; Le Heureux from Surat; the Dupleix and Chandernagore from Baſſora; the Cæſar and a ſloop from Pondicherry; two pilot ſloops from Bengal; and a privateer of fourteen guns.

WEST INDIES.—LEEWARD-ISLAND STATION.

At the beginning of this year, Vice-Admiral Townſend commanded his Majeſty's fleet on this ſtation; but, being ordered to proceed to Louiſburg, he took a conſiderable part of his ſquadron along with him. He ſailed from St Chriſtopher's in January; and in latitude 40 N. the fleet was overtaken by a terrible ſtorm, all of which, except the Princeſſa and Ipſwich, were forced to return to the Weſt Indies in a ſhattered condition. Theſe two ſhips were ſo much diſabled, that they were obliged to bear away for Great Britain.

In this ſtorm, the Ipſwich loſt her fore-maſt, main-maſt, mizen-top-maſt, top-ſail, and croſs-jack yards; her boats were all ſtove, and eighteen guns thrown over board to eaſe the ſhip. She was ſeveral times pooped by very heavy ſeas, which carried away the ſtern and quarter galleries, and all the bulkheads of the Captain and Officers cabbins. But the greateſt diſtreſs of all was, the loſs of her rudder; which, notwithſtanding the ſtrength of the chains, was waſhed away, ſo that the ſhip was toſſed about at the mercy of the waves. In this emergency, ſeveral experiments were tried to ſteer the ſhip, but to no effect; when a machine was contrived by one Andrew Anderſon, a Scotſman, at a time when the whole crew were almoſt reduced to deſpair. They were reſtricted to a quart of water each man per day; were obliged to eat raw meat for nearly three weeks; and after being fatigued with duty, when they went to their hammocks, their reſt was very uncomfortable, all their bedding being drenched with ſea water. Add to this, that coming directly from a very warm climate, the cold they experienced rendered many of the crew unfit for duty: even the jury-maſts which they had ſet up, were ſprung in ſeveral places. They arrived at Plymouth, the 22d of April; the ſtorm continuing almoſt the whole of the voyage. Fifty men died on the paſſage, and two hundred were ſent to the hoſpital, moſt of whom never recovered.

Vice-Admiral Townſend having refitted his ſquadron, ſailed for Louiſburg. The command devolved on Commodore Lee, (See Note 45.) who, through ſome miſinformation, ſuffered a large fleet of French merchant-ſhips to eſcape him. It was eſcorted by four ſhips of war, commanded by M. de Conflans, and got ſafe into Martinico. He was ſoon after ordered home; and the Honourable Edward Legge ſent in his ſtead to command his Majeſty's ſhips on this ſtation.

The French found great benefit to their commerce, by the orders given, that none of their merchant-ſhips ſhould ſail to the Weſt Indies without convoy; and M. de Conflans had the pleaſure of eſcorting to and from Europe, ſeveral very rich convoys, with very inconſiderable loſs; the more eſpecially, as he had to encounter, more than once, ſquadrons of ſhips of war conſiderably ſtronger than that which he commanded. The cowardice of Commodore Cornelius Mitchell was the means of extricating him on one occaſion, and the foulneſs of the Britiſh ſhips on another. He made no long ſtay at Martinico, but, collecting their trading ſhips, proceeded to Cape François, where, from the favour ſhewn him by Commodore Mitchell, he, with the trading ſhips, proceeded to Europe. On his way thither, he unfortunately fell in with our Leeward Iſland fleet, eſcorted by the Severn of fifty guns, and the Woolwich of the ſame force. Captain Liſle who commanded the former, was the ſenior officer, and exerted himſelf to ſave his convoy. Seeing the ſuperior force of the enemy, he made ſignal to the fleet to ſhift for themſelves, keeping in the rear between them and the enemy.

M. de Conflans, in the Terrible of ſeventy-four guns, with another ſhip of the line, gave chace to the Severn, who, after an action of three hours, was forced to ſtrike. The other French ſhips of war purſued the Woolwich, Captain Lingen; but they were not able to come up with her. By the time the Severn ſtruck, the convoy was out of danger, and they arrived in England with very trifling loſs. His Majeſty was ſo well pleaſed with the conduct of Captain Liſle, that as ſoon as he was exchanged, he appointed him to the command of a ſixty-four gun ſhip *.

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* The Vigilant of ſixty-four guns, taken near Louiſburg, in 1745.

In January, the Woolwich took a large French frigate, commanded by M. de la Touche; and the Britiſh privateers in thoſe ſeas picked up a good many prizes of conſiderable value.

WEST INDIES.—JAMAICA STATION.

Vice-Admiral Davers commanded his Majeſty's ſhips on this ſtation; (See Note 46.) He was very active in protecting the trade of the iſland, and in placing his cruizers to annoy that of the enemy. He received information that M. de Conflans, with four ſhips of war, was expected from Europe, with a large convoy, at Cape François. At this time he was unfortunately confined to bed by the gout, and obliged to delegate the execution of this important ſervice to Captain Cornelius Mitchell, whom he detached with four ſail of the line, a large frigate, and a ſloop, to intercept them.

On the 3d of Auguſt, about three o'clock in the afternoon, the French fleet was ſeen by the Lenox, off Cape Nicholas in the iſland of Hiſpaniola. They were to leeward, and were in number near ſeventy ſail, eſcorted by one ſhip of ſeventy-four, one of ſixty-four, one of fifty-four, and one of forty-four guns. Inſtead of bearing down and attacking them immediately, Captain Mitchell loſt much time in ordering his ſhips cloſe to him, and then holding a council of war to know whether it would be beſt to attack the enemy directly, or wait till day-light next morning? Delays are dangerous; yet the general opinion being for this latter meaſure, it was reſolved that the Britiſh ſquadron ſhould keep in ſight of the enemy all night, and to windward, in order to be ready to engage at day-break. But alas! when the long-wiſhed for ſun aroſe, and conqueſt and glory preſented themſelves to Mr Mitchell, his ſpirits failed him, and he ſhowed ſo ſtrong an averſion to engage, that the whole day paſſed without gaining ground on the enemy.

At ſeven in the morning of the 4th, the two ſquadrons were within a couple of leagues of each other. M. de Conflans formed his line of battle, and ſeemed reſolved to do all in his power to protect his convoy. This conduct quite diſconcerted the Britiſh Commodore, who kept at a diſtance all the firſt part of the day. But, at four in the afternoon he was left without an excuſe: and now the ardour of all on board the Britiſh ſquadron was raiſed high, being in great hopes that he would immediately begin the battle. The calm which had hindered the approach of our fleet, was, about four in the afternoon, ſucceeded by a fine freſh breeze, and fair as could be wiſhed. But, ſhameful to relate! this daſtardly commander, made the ſignal to haul on a wind, and ſhorten ſail. At this time they were within one league of the enemy, who, ſeemingly aſtoniſhed at his conduct, gave chaſe, and actually came up with our fleet about eight o'clock in the evening. Their headmoſt ſhip being cloſe under the lee-quarter of the Lennox, poured in a broadſide, which was returned with great ſpirit. The action laſted near an hour and a half; when the French bore away, their convoy by that time being out of all danger. Such a dread had Captain Mitchell of the enemy's renewing the engagement in the night, that he ordered the lights of his ſquadron to be put out, and to make ſail, as if the French had been ſtill in purſuit of him.

After this ignominious flight, he returned to Jamaica, where the command of the ſquadron devolved on him, on the 18th of October, by the death of Vice-Admiral Davers. His conduct occaſioned univerſal murmur and diſcontent. He ſtationed the ſhips under his command in ſuch a manner, that they captured ſome valuable veſſels from the enemy; but totally neglected to afford protection to the trade of the iſland. This, and the reſt of his behaviour, being properly repreſented at home, he was ſuperſeded in his command by Commodore Smith, who had orders to bring him to a court-martial for his conduct.

A court-martial met on the 3d, 4th, and 5th of Auguſt. Nothing was ever more clear, than that he had been guilty of cowardice and neglect. By the ſentence of the court-martial, however, he was only mulcted of five years pay, and judged incapable of ever ſerving in the Royal Navy again.

His Majeſty's ſhip, the Rippon's Prize, Captain Thomas Graves, took a ſhip of thirty guns, bound from Cadiz to La

Vera Cruz; and, in company with his Majeſty's ſhip Biddeford, deſtroyed a large Spaniſh privateer, called the Galga.

Captain Brodie, in his Majeſty's ſloop the Merlin, continued his activity againſt the enemy's cruizers in thoſe ſeas, with his wonted bravery and ſucceſs. He attacked, and took, after an obſtinate engagement, two large rich French ſhips, one of them having on board 30,000 l. in ſpecie; in which action, Captain Brodie had the misfortune to be wounded in the ſide, and to have his right arm ſhot off. For his gallant behaviour, he was ſhortly after promoted to the command of the Canterbury of ſixty guns.

Two Spaniſh regiſter ſhips, of great value, were taken, and carried into Jamaica, by the Betſey and Bonetta privateers of St Chriſtopher's. The fore-maſt men received 350 l. each, as their ſhare of the above prizes.

NORTH AMERICA.

THE conqueſt of Cape Breton by the Americans, and the new army they had levied to join the forces under the command of General St Clair, in the expedition againſt Quebec, had rouſed the French Adminiſtration. Inſtead, therefore, of beſtowing all their attention to the war in Europe, they now thought of their North American colonies, and to ſecure them from the threatened danger.

The retaking of Louiſburg was their firſt and grand object. The conqueſt of Annapolis, the driving the Britiſh entirely out of Acadia, or Nova Scotia, and the ſuccouring of Canada ſo powerfully as to enable that colony to reſiſt any attack which might be made on it, were their next objects.

As ſoon as the deſtination of the armament which was preparing under General St Clair, at Portſmouth, became known to the French Adminiſtration, they equipped a fleet of eleven ſail of the line, three frigates, three fire-ſhips, and two bomb-ketches, (See Note 47.) the command of which was given to the Duc d' Anville. A body of land forces, amounting to three thouſand five hundred men, with a ſuitable train of artillery, were embarked on board tranſports, to be commanded by Brigadier-General M. de Jonquierre. With theſe were ſent forty thouſand ſpare ſmall arms, the neceſſary ammunition and ſtores, blankets, &c. for the Canadians, Acadians, and Indians in the French intereſt. The whole fleet, conſiſting of ſhips of war, privateers, ſtore-ſhips, and tranſports, amounted to near one hundred ſail.

They put to ſea, from Breſt, on the 22d of June, and arrived on the coaſt of Acadia, on the 10th of September. Before they could reach their deſtined port, they were overtaken by a violent ſtorm, in which ſeveral of the tranſports foundered, and all on board periſhed. The Ardent, being in great diſtreſs, returned to Europe. The Alcide and Mars, being diſmaſted, ſteered for Martinico.

On the 15th, the Duc d' Anville, with five ſhips of war, and as many tranſports, with great difficulty, arrived in the harbour of Chiboctou, in Nova Scotia: the crews and troops, from their long paſſage, and various hardſhips, were in a very ſickly ſtate. M. d'Anville diſpatched a frigate to look for M. de Tourmell and the miſſing ſhips; but it was the 27th before he, and ſuch of the fleet as had kept with him, arrived; all of them in a very ſhattered condition. Their whole force now conſiſted of ſeven ſhips of the line, two frigates, one fire-ſhip, one bomb-ketch, and twelve privateers; theſe, and the tranſports with troops, which had then come in, amounting to fifty-ſix ſail only.

As ſoon as it was known in England, that the Duc d' Anville was deſtined for North America, notice had been ſent to the Governors of the different provinces, to be on their guard; as alſo to Admiral Townſend, at Louiſburg, who had collected a naval force there, ſufficient (See Note 48.) to put the place out of all danger. He even ſpared the Cheſter and Shirley galley to go to Annapolis, for the greater ſecurity of that place. Governor Shirley, knowing its great importance, ſent ſome companies of the new levies from Boſton, under Lieutenant-Colonel Maſcareen, to reinforce the garriſon; ſo that, even if the French armament had arrived in good condition, from the precautions taken, and the advanced ſeaſon of the year, they would have found it a difficult matter, either to retake Cape Breton, or to make any impreſſion on the Britiſh colonies.

The Duc d'Anville died of an apoplexy on the 26th of September, or rather, as many ſuppoſed, of a broken heart, at finding this grand armament entruſted to him, ſo completely deſtroyed, as to render him unable to execute the orders he had received. M. de Tourmell, on whom the command devolved, landed his troops, and encamped them. They were joined by as many Canadians, Acadians and Indians, as formed altogether an army of ſeven thouſand men. He called a council of war, to determine what ſteps were proper to be purſued on the preſent occaſion. They ſat long, and their debates run high. The attack on Cape Breton was, from their reduced ſtate, conſidered as impracticable. M. de Tourmell, however, was for proceeding immediately againſt Annapolis. This the majority of the Council oppoſed, until the ſquadron was refitted. Tourmell, who was of a violent and impetuous diſpoſition, unable to bear that the plan of operations which he had ſuggeſted, ſhould be thwarted, put an end to his own exiſtence the following day. The command now devolved on M. de Jonquierre. By this time the troops and ſailors were greatly diminiſhed; and the ſmall-pox breaking out among them, ſoon ſpread ſuch devaſtation, that all thoughts of conqueſt were laid aſide; and having buried fifteen hundred ſoldiers, and eight hundred ſailors, a council of war was called, to conſider of proper meaſures to preſerve the remainder of this armament. As their fleet was now tolerably well refitted, they came to the reſolution to ſend four of their ſmaller ſhips of war, and ſome of the tranſports, immediately to Quebec, and, with the remainder, to return to France. On the 12th of October, they left Chiboctou, being firſt obliged to convert eight of their ſhips into hoſpitals. On their voyage to Europe, ſeveral of this unfortunate fleet were captured.

The Pembroke, Captain Fincher, took, on the 4th of Auguſt, off the banks of Newfoundland, a French ſhip of war called Le Ferm, pierced for fifty-four guns, laden with ſtores and ammunition for ſeveral ſhips building at or near Quebec, and a conſiderable ſum of money for payment of their forces there. A Rhode iſland privateer took, on the 12th of October, the La Flore, a French ſhip of war of twenty guns. One of his Majeſty's twenty gun ſhips on this ſtation, and an American privateer, took a Spaniſh galleon of great value, and carried her into Boſton.

The Albany ſloop of war, Captain Colby, in going expreſs from Louiſburg to Boſton, was taken by the Caſtor, a French frigate, and carried into Chiboctou. When the enemy left that port, they ſuffered the Britiſh ſailors, their priſoners, to remain among the Indians *.

MEDITERRANEAN.

THE command of his Majeſty's fleet in the Mediterranean, was entruſted to Vice-Admiral Medley, having under him Rear-Admiral Byng. (See Note 49.) It conſiſted of near thirty ſail of the line, and a great number of frigates, and afforded the Auſtrians and their allies very powerful aſſiſtance in their operations. After the victory obtained by the Auſtrians and Piedmonteſe at Rotto Freddo, Don Philip retreated with his army into the territories of Genoa; and as his numbers were reduced to twenty-ſix thouſand men, he took ſhelter under the cannon of that place. He did not, however, long remain there; for General Brown, at the head of the Auſtrian army, having forced the paſs of the Bochetta on the 1ſt of September, although defended by twenty-four companies of grenadiers, and having puſhed forward towards the city, Don Philip, with the French and Spaniſh army, retreated with the utmoſt precipitation towards Savona; on which the city ſent out deputies, and ſurrendered to the Auſtrians, who, on the 7th of September, took poſſeſſion of the gates and fortification.

General Brown reſolving to purſue the French and Spaniards into Provence, left a ſtrong garriſon in Genoa, under the command of the Marquis de Botta, and marched with the army to the banks of the river Var, which the enemy ſeemed reſolved to defend. But the meaſures concerted between General Brown and Vice-Admiral Medley, who arrived with the Britiſh fleet at Villa Franca on the 29th of November, were ſo happily executed, that the enemy were ſucceſſively drove from their ſtrong poſts, and the army paſſed on with very little loſs.

On the 1ſt of December, the army marched in ſix columns, viz. five

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* Rolt's Hiſtory, Part VIII. Chap. II. page 365.

five of infantry to the right, and one of cavalry to the left. The body that was moſt to the right, was deſigned to be the van-guard; and, by paſſing on the uppermoſt part of the river, to take the enemy's poſts in flank. On their making the ſignal of having done ſo, the other columns were to advance and ford the river; care having been taken to ſupply each diviſion with peaſants, who were well acquainted with the fords.

Vice-Admiral Medley, agreeable to the plan concerted, ordered the Phœnix, Terrible ſloop, and a barco-longo, (on board of which was a party of German ſoldiers), with eight pinnaces, the whole commanded by Captain Hugh Forbes of the Phœnix, to take ſtations along ſhore, to the weſtward of the Var. Captain Forbes ſtationed his little fleet with ſo much judgment, that at day-break, on the 1ſt, they made a very briſk fire upon the French poſt to the left of the village of St Laurent, and rendered ſuch effectual ſervice, by ſcouring away every thing that appeared on the ſhore, and increaſing the enemy's diſorder, that the Auſtrian General beſtowed the higheſt encomiums on the gallant behaviour of the Britiſh ſeamen.

General Brown ſeeing the day break apace, gave orders for the columns to advance, even before the van-guard had paſſed, and for his artillery to fire acroſs the river on the enemy's works at the village of St Laurent. On this, the Croatians and Lycanians, with twelve companies of grenadiers, in the column commanded by General Petazzi, entered the river, and forded it, although very rapid, and in ſome places deep: in this they were followed by the Huſſars and cavalry. As they approached the other ſide of the river, the French fired very briſkly on them from a redoubt; but, on ſeeing the Huſſars gain the bank on their right, and marching towards the rear of the redoubt, they abandoned their ranks, and, leſt their retreat ſhould be cut off, fled with the utmoſt precipitation. The grenadiers puſhed forward, and not only ſecured the redoubt, but likewiſe gained the mountain, where they took poſt; while the Croatians, and the other irregular troops, purſued the enemy in their retreat towards Cagne. The other columns paſſed the river, and got poſſeſſion of all the enemy's works: and, notwithſtanding a very briſk fire, which was kept up on the troops as they paſſed, their loſs did not exceed forty men killed, and about as many drowned.

General Brown having now entered Provence, continued the purſuit of the enemy's army, levying heavy contributions as he paſſed. He detached Count Petazzi with a corps to blockade Antibes by land, while Admiral Medley did the ſame by ſea.

On the 14th of December, a detachment of three hundred Auſtrians and Piedmonteſe made a deſcent on the iſland of St Marguerite, ſituated about three leagues from Antibes. They were ſupported by four pieces of cannon, poſted on the continent which is neareſt the iſland, and by a Britiſh bomb-ketch, which did them excellent ſervice. The enemy made conſiderable reſiſtance; but were at length compelled to ſubmit. One hundred and forty men were made priſoners; the fortifications were deſtroyed, and forty pieces of cannon brought away.

At this time, the King of Sardinia was taken ill of the ſmall-pox at Nice; and a very unexpected revolution happened in Genoa. The contributions demanded from that unfortunate city, by far exceeded its abilities to pay: they offered, however, to lay down the one half, and ſent deputies to Vienna to ſolicit an abatement of the reſt. No regard was paid to their remonſtrances; and the haughty unrelenting diſpoſition of the Houſe of Auſtria became extremely evident in the cruel activity with which the Genoeſe were obliged to acquieſce in the arbitrary aſſeſſments of their conquerors. The people, driven to deſpair, began to form conſpiracies for the expulſion of their tyrants, which the Senate ſecretly encouraged.

Heavy cannon being wanted for the ſiege of Antibes, ſome were ordered from the ramparts of Genoa. On the 5th of December, as the Auſtrians were employed in this work, the mob became troubleſome. An officer having ſtruck a Genoeſe, in order to make him keep off, the people took offence, and pelted the officer and his men away with ſtones. Next day the Marquis de Botta ſent a greater force to draw off the cannon: but the mob having aſſembled in ſtill greater numbers, and all of them with fire-arms, a tumult again enſued, in which an officer and thirty Auſtrian ſoldiers were killed. More troops arriving, the mob, for that time, diſperſed.

The Marquis de Botta applied to the Senate to appeaſe this commotion. They artfully concealed their knowledge of what was intended, although they had ordered the galley-ſlaves to be releaſed, in order to aſſiſt the inſurgents, and were doing all in their power to induce the inhabitants of the country to appear in arms, and to be ready to enter the city. The Senate ordered fifty men from the troops of the republic to take poſt at the gate of Biſagno; but this was only a blind, the better to cover their deſigns. On the 8th, at the ringing of a particular bell at eight in the morning, the populace aſſembled in an inſtant, to the amount of ten thouſand men, and immediately attacked the Auſtrians, whom they drove from ſeveral poſts with conſiderable loſs. The revolters barricaded themſelves in ſome ſtreets, and maintained their ground. A ceſſation of hoſtilities being demanded, a truce enſued; during which, the revolters got a great acceſſion of ſtrength. No agreement taking place, hoſtilities again commenced. The Auſtrians attacked the barricadoes; they were repulſed with conſiderable loſs, and finally, on the 10th, obliged to abandon the city. Notwithſtanding this diſcomfiture, the Marquis de Botta ſecured the paſs of the Bochetta, and beſieged and took the towns of Savona and Gavi. The Genoeſe took every poſſible precaution to prevent the city from falling again under the Auſtrian yoke.

Admiral Medley now detached a ſquadron under the command of the Honourable Captain George Townſhend, to cruize off the iſland of Corſica, with orders to aſſiſt the iſlanders under Count Rivarola, then in arms againſt the republic of Genoa. The Diamond and Loweſtoffe took three French pollaccas with cottons and other goods, valued at 30,000 dollars. The Leopard, of fifty guns, commanded by Lord Colville, deſtroyed in Dian road, three veſſels under Genoeſe, and five under the Pope's colours: they were laden with corn for the uſe of the Spaniſh army.

TRANSACTIONS AT OR NEAR HOME.

A squadron of ſmall ſhips of war was ſtationed on the coaſts of Holland and Flanders, under the command of Commodore Matthew Mitchell, which did very important ſervice, not only in affording protection to our own trade in the North

Seas, and annoying that of the enemy, but alſo in retarding the progreſs of the French army under the command of M. Saxe and Count Lowendhall, by ſailing up the rivers and creeks, and by that means hindering the tranſportation of troops, cannon, and proviſions, from one place to another; ſo that many of their ſchemes were rendered abortive.

A conſiderable body of land-forces was embarked on board tranſports at Spithead; where a large ſquadron of ſhips of war had aſſembled to eſcort them to Quebec. The ſucceſs of a ſmall body of New-England forces againſt Louiſburg the year before, was the means of ſuggeſting this expedition to the Miniſtry. Orders had been ſent to the Governors in America, inſtructing them to raiſe a large body of troops, to be ready to proceed againſt the capital of Canada the moment the army arrived from England to join them. Theſe troops were raiſed with the utmoſt alacrity.

The command of the land-forces, for this ſervice, being given to Lieutenant-General St Clair, an officer of experience and abilities, he had been at great pains to obtain all neceſſary information relative to the country, and to the ſervice he was going on, little conjecturing, that the forces under his command were to have ſo very different a deſtination from that which was originally aſſigned them. The troops were detained a conſiderable time at Spithead by contrary winds, and ſtill longer by delays, with the cauſe of which the Public remain unacquainted; ſo that the ſeaſon became too far advanced for the troops to proceed to North America, and to act with any proſpect of ſucceſs during the ſhort time they could keep the field after their arrival. They were therefore made acquainted, that this expedition was laid aſide for the preſent, but were ordered to be in readineſs to ſail on foreign ſervice, in caſe the public exigencies ſhould require it.

With regard to the ſecond deſtination of this little army, it has been greatly miſrepreſented by an hiſtorian who has obtained a great character from the world in general*. A well informed officer, of high rank in the army†, has rightly obſerved on the facility with which we are miſled by great writers, and on the readineſs with which we imbibe their notions without examination. Moſt readers believed, that Voltaire's hiſtory was compoſed of facts; but we find, that in his relations he is more ſingular than authentic, more credulous than well informed, and that he cannot quite loſe the poet in the hiſtorian. We admire his talents; but we ſhould not overlook his errors, which are many and notorious. His column at the battle of Fontenoy is a chimera; though a chimera generally received as a reality among his countrymen. But of all the miſrepreſentations with which his hiſtory is filled, there are none ſo groſs, ſo ridiculous, or ſo injurious to the Britiſh nation, as thoſe which are contained in his account of the deſcent on the coaſt of Britanny. He is equally unacquainted with the deſtination of the expedition, the number of troops, the manner of the deſcent, the cauſes of its want of ſucceſs, the reaſons for the retreat, and the conduct obſerved in it. The reader will find an ample account of the land and ſea forces ſent on this ſervice, with other particulars, in Note 50. General St Clair had with him, on this ſervice, Brigadier-Generals O'Farrel, Graham, and Richbell; and the juſtly celebrated philoſopher and hiſtorian, David Hume, Eſq; was his ſecretary. After the troops had remained at Spithead near ſix weeks, the Miniſtry came to the reſolution of employing them, by making an immediate deſcent on the coaſt of Britanny.

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* M. de Voltaire.

† The late Lieutenant-General Sir Henry Erſkine, baronet. *Vide* a paper of his in the Scots magazine for 1757, page 387.

It was generally known at this time, that the French army in Flanders was ſuperior to that of the allies; and it was the opinion of the beſt informed, that a well-timed deſcent on the coaſt of France might be attended with important conſequences, by obliging M. Saxe to march a conſiderable detachment of his army to repel the invaders. The ſuddenneſs of this reſolution was matter of great ſurprize to General St Clair, who was wholly unprovided for this ſervice. He had not ſo much as a map of the country, or a plan of the town he was to attack*; and he knew the army under his command to be as ill prepared as himſelf. No horſes for drawing the artillery; no guides to conduct the army; nor any intelligence ſent with regard to the country, or the oppoſition they might expect. Even the harbours and anchoring ground on the coaſt, where the troops were to land, had not been explored, and were very little known.

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* He applied to the Duke of Newcaſtle, then one of the Secretaries of State, for a map of Britanny, who ſent him, by expreſs, a *chart of Gaſcony*.

The command of the fleet deſtined for this ſervice, being conferred on Admiral Leſtock, he, as ſoon as the deſtination was fixed on, detached Commodore Cotes, with a ſmall ſquadron, to reconnoitre Port Louis and the adjacent places, and to ſound all along that coaſt, in order to find out the moſt commodious place for the troops to diſembark at, and to endeavour to obtain all the information poſſible relative to Port L'Orient. The Admiral, with the fleet and troops, ſailed from St Helens the 5th of Auguſt; which, great and ſmall included, might amount to ſixty ſail: but being ſoon forced back by contrary winds, they did not ſail again until the 24th. The day following, the wind ſtill proving contrary, they were again obliged to come to an anchor in Plymouth Sound, where they remained till the 14th of September; when, after a pleaſant voyage, they made the French coaſt on the 19th, and ſoon after joined Commodore Cotes and his ſquadron: but the wind coming off ſhore, it was with the utmoſt difficulty that moſt of the fleet got to the anchoring ground next morning; and it was two days afterwards before the remainder could join them.

As ſoon as the French were certain that it was an enemy's fleet, alarm-guns were fired all along the coaſt; and, when it became dark, they lighted fire beacons on the top of all the hills and eminences within view; by which means they were informed at Verſailles, in the courſe of a few hours, what part of the country was threatened with an invaſion.

General St Clair and the engineers having viewed the coaſt, along with Commodore Cotes, the General determined not to loſe time, in waiting for the arrival of all the tranſports with the troops on board, but to endeavour to make good his landing the next morning with what troops he had. He accordingly fixed on a proper place for diſembarking the army. The Admiral ordered the two ſloops of war, the bomb-ketch and cutter, to cover the troops whilſt landing. Early in the morning of the 20th, it was perceived that the enemy, ſuſpecting our intention, had marched about three thouſand militia, gardes de côte, and regular troops, to the very place where it was intended the army ſhould land. On this, the Admiral thought proper to add three forty gun frigates to the force already ordered to cover the debarkation. The landing of the troops was performed in a very maſterly manner, in a bay about ten miles from Port L'Orient. The enemy ſeemed determined to oppoſe the deſcent; but their intentions were fruſtrated, by the meaſures the General purſued.

There were three places at which it appeared proper to debark the troops. The fartheſt from L'Orient was a ſandy bay, bounded on the one ſide by the river Quimperlay; on the other, by a riſing ground, which ſeparated it from another little bay. This ſecond bay was divided from the third landing place by an arm of the ſea, which runs above a mile up the country, and by an eminence, on which were planted two pieces of cannon. This arm of the ſea was only fordable at low water. In the two laſt mentioned places were the enemy's forces poſted; the firſt mentioned place remaining unoccupied. The wind blew along the ſhore towards L'Orient. All the boats of the fleet could not contain above ſix hundred ſoldiers. They were ordered to rendezvous aſtern of the cutter, which was anchored moſt to windward, and oppoſite to the firſt or moſt diſtant place where the troops could land.

The wind blew ſo very freſh, that no ſail could be ſet. The boats were therefore obliged to row to the place of rendezvous. The enemy conjecturing, from the courſe they ſteered, that the debarkation would be at the unoccupied bay, the fartheſt from L'Orient, they determined to change their diſpoſition. The body that was poſted in the ſecond bay, marched round the riſing ground above mentioned, and drew up in the bay, next to the river Quimperlay, oppoſite the rendezvous of the boats, where they were ſo well covered by a bank of ſand, that the cannon of the frigates could not do them the ſmalleſt prejudice. The corps which occupied the ſhore at the third landing place, marched off, with an intent, as it was high-water, to go round the arm of the ſea, and to take poſſeſſion of the ſhore at the middle landing place, which the other body of troops had juſt quitted. But, as a march of that length required a conſiderable ſpace of time before they could reach the ground they intended to occupy, the General reſolved to ſeize this

favourable

ſavourable opportunity of landing at the middle bay, before the enemy, now on their march, could poſſibly reach it to oppoſe him.

To confirm the enemy in their conjectures, and to receive as little annoyance as poſſible from the corps drawn up at the firſt mentioned landing-place, he ordered the boats to row directly towards that bay, till they ſhould come almoſt within muſket-ſhot of them; then ſuddenly to turn ſhort, and row before the wind with the utmoſt expedition, to the ſecond or middle landing-place, puſh aſhore, and form inſtantly on the beach. Leſt the two pieces of cannon, planted on an eminence upon the oppoſite ſide of the arm of the ſea, ſhould play on the boats loaded with troops, at ſo ſmall a diſtance, the General requeſted that the Admiral would ſend ſome veſſels to fire on the battery, and, if poſſible, to drive the enemy from their guns. Previous to the boats making for the ſhore, theſe orders were executed, and the battery was abandoned. The enemy, expecting the debarkation to be attempted in the firſt mentioned place or bay, the corps who had taken poſt there waited for the approach of the Britiſh troops; till, the boats ſuddenly turning to row along ſhore, they then ran, in the utmoſt confuſion and diſorder, towards the ſecond bay; but before they reached it, the debarkation had taken place, without the loſs of a man. The General ſent a detachment, to ſecure the two pieces of cannon, and immediately went in purſuit of the enemy's troops for near two miles. Being there joined by Brigadier-General O'Farrell with reinforcements, he detached that officer, with a thouſand men, to take poſt at the village of Guidel, then in ſight, and returned with the remainder of the army to the landing-place where they lay on their arms that night; during which, the debarkation of the troops was completed.

Early next morning, (the 21ſt), the General began his march for Port L'Orient, leaving the corps of marines under Colonel Holmes, to aſſiſt in landing the field artillery, ſtores, &c. At ſeven o'clock, he joined General O'Farrell at Guidel, who informed him, that the corps under his command had been annoyed a good deal during the night, by parties of the militia ſkulking behind the hedges; by which Lieutenant-Colonel Erſkine, the Deputy Quarter-Maſter General, and ſome few men, were wounded. This could not be prevented, ed, as the roads were extremely narrow, and the country the cloſeſt that could be imagined.

Here the General received information, that about a league from this village, were two roads leading from L'Orient; the one by Plemure, the other by Quimperlay. The army was divided into two columns; the firſt, conſiſting of the Royal, the Highlanders, and Bragg's regiment, headed by the General, marched by the former road; and the ſecond, conſiſting of Harriſon's, Frampton's, and Richbell's regiment, headed by Brigadier-General O'Farrell, marched by the latter. At Guidel the General left the wounded, and there eſtabliſhed a poſt of communication, at which he left one hundred men, under the command of Captain James Edmonſtone of the Royal regiment.

The firſt column arrived at the Wind-mill, in the neighbourhood of Port L'Orient, about five in the evening. The General loſt not a moment, but ſent the engineers to reconnoitre the town; who, on their return, reported, that it was defended by a thin wall, with loop-holes in it, without a foſſé; and that, from a place they had pitched upon for a battery, they could either make a breach, or lay the town in aſhes, in twenty-four hours. General O'Farrel, with the troops under his command, did not arrive at the Wind-mill till ſeven o'clock in the evening. This column had been attacked on their march; and, although only by militia, ſome of the troops were thrown into diſorder. Part of Frampton's and Richbell's regiments even threw down their arms. But the Honourable Captain Murray *, at the head of his company of grenadiers, attacking the enemy with great briſkneſs, ſoon obliged them to fly, and reſtored order to the head of the column. The piquets of the army lay on their arms at the Wind-mill all night; and the army was cantoned in the neighbouring villages, to be ready to ſupport the piquets in caſe of need.

Early in the morning of the 22d, the General, attended by the engineers and other officers, went to reconnoitre the town. The engineers confirmed to him the report they had made the evening before; in conſequence of which he ſent an officer, with a flag of truce, to the Governor, requiring him to ſurrender the place immediately. That no time might be loſt, the

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* Now General James Murray, at that time a Captain in the 15th regiment of foot.

the General, with Brigadier-General O'Farrel, and the engineers, ſet out for the fleet; and finding Captain Chalmers, the commanding officer of the artillery, on the beach, the General took him to the Admiral, on board of whoſe ſhip a council of war was immediately held, conſiſting of the Admiral and General, General O'Farrel, and Commodore Cotes. The engineers were aſked by the Council, Suppoſing it practicable, either to burn the town or make a breach in the wall, what artillery, &c. would be wanted, and what time the ſervice would require? They anſwered, That with two twelve pounders, and a ten-inch mortar, erected on the ſpot they had pitched upon, they engaged to make a proper breach, or lay the town in aſhes, in twenty-four hours. Captain Chalmers was of the ſame opinion, provided the battery was within proper diſtance. Upon this, the council of war unanimouſly agreed to make the attempt; and Commodore Cotes was inſtructed to land the artillery; while every thing demanded by the engineers was to be drawn to the camp by the ſailors.

The General, after giving orders to Colonel Holmes to leave a hundred marines to guard the landing-place, and to proceed to the camp with the remainder of his corps, (bringing with him three three-pounders), returned with the other officers to the army; when the officer whom the General had ſent with the flag of truce into the town, reported to him, that deputies from the town would wait on him next morning at the Wind-mill Hill, with terms for ſurrendering the place. This day, the ſuburbs of Port L'Orient were burnt by the garriſon.

On the 23d, early in the morning, information was brought to the camp, that the poſt at Guidel was attacked by a large body of militia; on which three companies of grenadiers were detached to its relief, with orders to convey the ſick and wounded to the ſea-ſhore, and to abandon that poſt, it being no longer neceſſary to hold it for maintaining a communication with the fleet. Captain Edmonſtone had done all in his power to ſtrengthen his poſt, and to prevent being ſurpriſed; and he made ſo gallant a defence with his little band, that he repulſed the enemy, although ten times his numbers, before the grenadiers arrived. It is much to the honour of the hoſpital-ſtaff in this little ſkirmiſh, that they all took arms, and, together with the ſick and wounded, headed by

Lieutenant-Colonel Erſkine, joined their efforts in the general defence of the poſt.

The three deputies from the town now arriving, the General received them at the head of his little army, which he had purpoſely drawn up in ſuch a point of view, as to impreſs them with an idea of its ſtrength far beyond what it really was. The deputies conſiſted of one from the Governor, one from the town, and one from the Eaſt India Company. As they repreſented to the General, that each of them was ſent to treat of particular conditions with regard to thoſe who deputed them. The General anſwered, That he could have no tranſactions whatever but with the officer commanding for his Moſt Chriſtian Majeſty; and therefore could only receive from the military deputy, the paper containing the demands of the Governor or Commandant. His terms of ſurrender were, That all the troops of every denomination might march out with all the honours of war, and even march wherever they pleaſed: To theſe terms the General would not accede, but required the place to ſurrender at diſcretion. The Eaſt India Company requeſted that their ſtores, ware-houſes, ſhipping, &c. ſhould not be injured. This being likewiſe refuſed, the General diſmiſſed the deputies, and gave them three hours to conſider of the matter; at the end of which time, they ſent word, that they would ſtand on their defence.

The General has been greatly blamed for not granting the terms demanded by the Commandant; as perhaps, on this being done, he would have abandoned the concerns of the town, and of the Eaſt India Company. Circumſtanced as the General was, a regular ſiege was out of the queſtion; for, at this time, his artillery park before the town amounted to no more than a few field-pieces; and before he could fire a ſhot againſt the place, he had to wait for two ſhip guns, which the ſailors were to drag up from the landing-place. There ſcarce remains a doubt, that had he been properly provided with petards, ſcaling-ladders, and other implements neceſſary for an aſſault; and had ſhewed every intention of carrying his point in this manner, while all was confuſion and diſmay within the town, but that the gates of the place had been thrown open to him. But it ſhould be remembered, that he was not provided to carry the town by aſſault; that the Miniſtry had not been able to afford him any intelligence concerning the ſtrength of the place; to which being joined, the aſſurances given him by the engineers, that his battery would make a practicable breach in twenty-four hours, when the enemy muſt of neceſſity ſubmit to his conditions;—all theſe were ſufficient reaſons for his acting in the manner he did.

The enemy now prepared for a vigorous defence. The ſhipping in the harbour afforded them a ſupply of cannon, which they mounted on the ramparts. The garriſon was daily receiving reinforcements of troops; and the Governor of the province of Britanny was buſy in aſſembling, from all parts, a very ſuperior military force to march to the relief of the town; ſo that the Britiſh forces were in danger of having their retreat cut off from the fleet. For the blunders which enſued, the General was not to blame. The battery was erected, and ready to open by the 25th in the morning. It conſiſted of two twelve pounders, and a ten-inch mortar. A few bombs and carcaſſes were thrown into the town; but no hot ſhot, for the furnace which was to heat the ſhot had been forgotten. The engineers now deſpaired of being able to make the promiſed breach at the diſtance they had erected the battery. The officers of the artillery inſiſted they could heat the ſhot without a furnace; but the General oppoſed their opening the battery, he having diſcovered another material blunder, which was, that there was not a ſufficient quantity of ammunition to keep up a continued fire.

In the courſe of this day, two more twelve pounders and the furnace were brought to the camp by the ſailors and marines; one third of the ſailors of the whole fleet, beſides the marines and boats-crews, being employed in this ſervice. In the evening the engineers went in a body to the General, and made ſuch a report of the ſituation of affairs, as induced General St Clair to call a council of war immediately, which conſiſted of himſelf and the three Brigadier Generals, with Engineers Thomas Armſtrong, Chief Engineer and Commander of the Artillery; Juſtly Watſon and John Armſtrong, Eſqs; and John Chalmers, Captain of the Artillery. Thomas Armſtrong, Eſq; the Chief Engineer, repreſented to the Council, That the artillery ſtores came in ſo ſlowly, he did not ſee any probability of their being ſupplied with the ammunition neceſſary for making a proper uſe of the battery erected the night before. He was likewiſe apprehenſive, that the intended ſervice could not be accompliſhed ſo ſoon as was at firſt expected, there being but thirty-four rounds for each of the twelve pounders left, and none of the ſhells or carcaſſes for the ten-inch mortar. Conſidering, too, the number of batteries already opened upon them from the town, and daily likely to be opened, he thought it his duty to repreſent this to the Commander in Chief, as he now did to the Council of war. John Armſtrong, Eſq; engineer, being extremely afflicted with the gout, was not in a condition to undergo the fatigue of reconnoitring at the time the other engineers did; and, for that reaſon, his opinion was not aſked at the council of war held on board the Admiral's ſhip: but being queſtioned now, he ſaid, That having no horſes proper to draw their artillery from the landing-place, and the roads being broken and ſpoiled by the rains, the procuring the heavy guns in time was ſcarcely poſſible; not to mention the advantage the enemy had of drawing continual ſupplies from the garriſon of Port Louis, ſo as to be able to mount ſix guns to our one. He was therefore of opinion, that nothing of conſequence could, at this ſeaſon, and in their circumſtances, be done againſt the town of Port L'Orient in a proper time. The council of war adjourned till next morning the 26th, when Captain Juſtly Watſon's ſentiments being aſked, he replied, His former opinion was, that with a ten-inch mortar, and two twelve pounders, he ſhould have been able to lay the town in aſhes in a ſhort time. And being aſked what that time was, he anſwered, Twenty-four hours. His preſent opinion being demanded, he ſaid, If the battery could be properly ſerved with ammunition for the above twenty-four hours, he thought the enterprize ſtill practicable. The Director-General, Mr Armſtrong, being aſked what his opinion was in the council of war held on board the Admiral's ſhip, acknowledged he had then ſaid, that with two twelve pounders, a ten-inch mortar, and ſome royals, the town could have been deſtroyed in twenty four hours. Being aſked by the Council what his preſent opinion was, he ſaid, That from the difficulties and delays of bringing up ammunition, the alteration of the weather, and other circumſtances in favour of the enemy, and to their own prejudice, he was of opinion, that no great advantage could ariſe from continuing to puſh on much longer their enterprize. General St Clair then aſked him, Whether, at any time, he had been refuſed whatever number of armed men, or men unarmed, to work, which he had demanded? or whether he had ever applied to the General for bringing up the Royals? To all which he anſwered in the negative. Being farther aſked, If he ever mentioned the Royals in any of the liſts he ſent to the Commiſſary of the Train, at the park of artillery, on the beach? he ſaid, He never had, as there were other things more immediately wanted. Captain Chalmers of the artillery being obliged, at this time, to attend at the battery, his opinion was not taken at the Council of war. Brigadier-General Richbell ſpoke next, and was againſt continuing the ſiege of L'Orient, for the following reaſons. It appeared to him, from the opinions of the engineers, that they had made a wrong calculation; and that, from the great fatigues the troops had ſuffered, occaſioned by the badneſs of the weather, and the great ſickneſs among them, which daily increaſed, and the uncertainty of being ſupplied with proper proviſions, he was apprehenſive, ſhould they perſiſt in carrying on the ſiege, it might be attended with fatal conſequences to the troops. Brigadiers Graham and O'Farrel ſpoke much to the ſame effect, and agreed to the reimbarking of the troops; the latter adding, that as the principal motive to encourage the undertaking of this enterprize, had been founded on the ſhort time in which the engineers propoſed to have carried it into execution, in which he found they were diſappointed; and as their communication with the fleet might be interrupted, he thought it neceſſary, after having expended all the ammunition for the heavy artillery, to deſiſt from the enterprize. General St Clair then cloſed the Council of war, by ſaying, That in conſequence of his Majeſty's orders to Admiral Leſtock and himſelf, to make a deſcent on the weſtern coaſt of France, he had agreed with the Admiral, to view the ſtrength of the town of L'Orient, provided he would land the troops betwixt Quimperlay and Port Louis; which he having performed, he advanced to the place with the utmoſt expedition: and upon aſſurances given, in the ſtrongeſt terms, by the engineers, to the Council of war held on board the Princeſſa, after they had reconnoitred the place, that they could make a practicable breach in the wall in twenty-four hours, he agreed to make the attempt; ſince which time it was well known to the whole army, how aſſiduous he had been in carrying on this deſign, which he undertook from the great dependence he had on the knowledge of the engineers, and not from any ſkill of his own. But now finding it was the unanimous opinion of the general officers and engineers here preſent, that the enterprize ſhould be laid aſide, he therefore complied with it.

The ſudden change from a cloſe confinement on board the tranſports, to lying out at nights, expoſed to all the variety of weather, and ſome days without tents, threw the ſoldiers into diſeaſes, and greatly encreaſed the ſick liſt. Add to this, at this time the Admiral had remonſtrated to the General, that the ſhips were in a very hazardous ſituation, from the danger of a ſouth-weſt wind, and the foulneſs of the ground where they were anchored.

From the report made by the Director-General, and Captain Chalmers of the artillery, at three o'clock in the afternoon, informing the General, there were no carcaſſes or bombs left, and only one hundred and fifty ſhot remaining, which were not ſufficient to ſerve the battery that night and next day, the General thought proper to call another Council of war; at which, Captain Chalmers being aſked, Whether he thought the artillery on the battery, with the remaining quantity of ammunition and ſtores, were ſufficient either to make a breach in the wall, or ſet fire to the town? He anſwered, He was poſitive they could not make a breach at the diſtance the battery was placed, and from its oblique ſituation; and he was alſo of opinion, they could not ſet fire to the town, as what houſes he had ſeen, ſeemed to have very little wood in them. He likewiſe obſerved, that the carcaſſes, bombs, and red-hot balls which had been fired into the town, had little or no effect; and further added, he had been able to ſerve only one gun with red-hot ſhot.

Upon this repreſentation it was unanimouſly agreed to raiſe the ſiege, to ſpike up the guns, drag back the mortars, and reimbark the army. There were fired from our battery, yeſterday and this day, thirty carcaſſes, thirty ſhells, thirty-two grape ſhot, and three hundred and forty ſhot; only one-third of this laſt article being hot, owing to another omiſſion, viz. forgetting the bellows.

The 27th, the General ſent for the commanding-officers of the regiments, and acquainted them with the reſolution of the Council of war. The General aſked their opinion; when they unanimouſly declared themſelves for the reimbarkation. In the afternoon, orders were given for the covering and working parties, and the out-poſts, to return to camp, and join their reſpective regiments. The troops ſtruck their tents, and got under arms; the guns were ſpiked up; and as the mortar could not, for want of the proper machinery, be mounted on its carriage, it was ſpiked likewiſe. At eight in the evening, the army marched, the General being among the laſt to quit the ground. The rear-guard was compoſed of the grenadier companies; the army reached the beach early in the morning of the 28th. The reimbarkation immediately commenced; and although the weather was moderate, yet the ſurf on the ſhore was ſo very great, that by it ſeven marines were drowned. The Admiral had detached ſome ſhips to Quiberon bay, with orders to the Commanding-Officer to examine the coaſt and anchorage, and to report to him.

The troops being all on ſhip-board, a Council of war was held on board the Princeſſa, on the 30th, conſiſting of the four ſenior officers of the navy, and the four ſenior officers of the army; in which it was debated, Whether they ſhould undertake any farther operations, either ſingly, or in conjunction with the fleet; and particularly, if the fleet ſhould not proceed to the bay of Quiberon? It was determined by the majority, to ſail directly for Ireland, on account of the repreſentation of ſome of the ſea-officers, with regard to the danger the fleet might run, by remaining any longer in the bay of Biſcay. The propoſal for going to Quiberon bay was accordingly rejected at this time, as the ſhips which the Admiral had ſent to ſound the bay, were not returned.

On the 1ſt of October, however, Admiral Leſtock received a letter from Captain Leke, of his Majeſty's ſhip the Exeter, in which he made ſo favourable a report of the anchorage in Quiberon bay, that, notwithſtanding the opinion of the laſt Council of war, the Admiral and General reſolved to go there, with the forces under their command, and to land the army on the peninſula of Quiberon, there to wait the arrival of the reinforcements expected from England, which they knew were embarked; to employ the little that remained of the ſeaſon to ſome advantage to the nation, by haraſſing the enemy as much as poſſible; and to comply, to the utmoſt of their power, with his Majeſty's inſtructions to them.

The fleet ſet ſail; and although the paſſage is but ſhort, yet, the weather proving boiſterous, ſeveral of the tranſports ſeparated, and returned to England. The fleet arriving on the 2d, in Quiberon bay, it was found, that no leſs than four ſhips, and the ſtore-ſhip, having on board nine hundred men, were miſſing. This diminution of his force, gave the General much concern; as it, in a great meaſure, diſabled him from undertaking any enterprize of conſequence. The Admiral ſent out ſome ſhips of war to ſearch for the ſeparated tranſports, and to conduct them in.

At the entrance of the bay, the Admiral was met by Captain Leke of the Ardent, who informed him, that the day before, in company with his Majeſty's ſhip Poole, and Taviſtock ſloop, he had engaged, and forced aſhore on the peninſula of Quiberon, the Ardent, a French ſhip of war, of ſixty-four guns. The 3d, the fleet ſailed higher up the bay, and came to an anchor; and, on the 4th, the General and the troops landed on the peninſula, and took poſt on a riſing ground which commands the iſthmus, in order to prevent the inhabitants from driving away their cattle. He marched at the head of the Royals and Highlanders, and took poſſeſſion of a fort, in which were eighteen guns. With theſe he fortified the iſthmus; cantoning the troops (the picquets of the army excepted) in the villages and farm-houſes. On the 5th, ſome ſailors belonging to the tenders, ſecretly ſet fire to the Ardent, and ſhe was conſumed to the water's-edge: eighteen pieces of braſs cannon belonging to her were afterwards weighed, and carried on board the Admiral; and all her iron guns which could be got at, were rendered unſerviceable.

The General wiſhing to know if any thing could be attempted at St Gilda's, ſignified this to the Admiral, who ſent Captain Baird, of his Majeſty's ſloop the Fly, to reconnoitre it; and, from the report he made, the General was induced to ſend, on the 6th, Brigadier-General Graham, to examine the place as minutely as poſſible. A Council of war being held next day, the project of an attack at St Gilda's was debated; but, in conſequence of Brigadier Graham's report, it was laid aſide.

On the 7th, the ſhips which the Admiral had ſent in queſt of the miſſing tranſports and ſtore-ſhip, having returned without them, and no hopes remaining of their being joined by the troops from England, under the command of Major-General Fuller, as was expected, (the wind having continued fair from England for a conſiderable time) it was determined to reimbark the troops. This day, the Admiral ſummoned the Commandant of the iſland of Houat to ſurrender, which he refuſing, the Admiral, next day, (the 8th) ſent ſome ſeamen in boats, under the command of Captain Cockburn, and ſome ſhips under the command of Captain Leke to cover their landing, to attack it. On the ſeamens landing, he ſubmitted at diſcretion. The garriſon conſiſted of a Captain, and about thirty men; in the fort were eight pieces of cannon. On the 9th, the Admiral ſummoned the Commandant of the iſland of Hedic to ſurrender; but he declared he would defend himſelf to the utmoſt. As ſoon as the weather permitted, (13th,) the Admiral ſent Captain Peers, with ſome ſeamen in boats, and Captain Leke, with ſome ſhips to cover their landing, to reduce this iſland alſo. It preſently ſurrendered; and in the place were found a Lieutenant, who was Governor, and nineteen men. In the fort were four guns mounted, and as many unmounted. All the forts and guns, on the peninſula as well as the iſlands, being deſtroyed, the troops reimbarked, and proceeded on the 17th, under convoy, with the General to Ireland. Admiral Leſtock, with the reſt of the fleet, returned to England, where they arrived the end of the month.

The loſs of men, in this expedition, was very inconſiderable. Lieutenant-Colonel Erſkine, and Major Bagſhaw, who had his leg ſhot off, were the only officers of note who were wounded.

We ſhall conclude our account of this expedition, by obſerving, that when it is conſidered, that the troops of the beſieged were more numerous than the beſiegers; that the latter had recovered from their firſt ſurprize; that they had learned, from deſerters, the ſmallneſs of the beſieging army; that they had erected ſeven batteries againſt the ſingle one which the beſiegers had been able to raiſe; that the bombs, and other ammunition, were almoſt expended; that the engineer declared it impracticable to ſet the town on fire, or to make a breach, without more artillery, and more ammunition; that the roads were become impaſſable for artillery by the continued rains: add to theſe, the remonſtrances of the Admiral on the badneſs of the anchoring-ground, and the danger of the fleet; beſides the hazard the troops run of being ſurrounded, by the certainty of a much ſuperior force marching to the relief of L' Orient. When all this is conſidered, no blame whatever can be caſt on the General, ſituated as he was, for his retreat. It is now known, however, that this expedition in a great meaſure, anſwered the purpoſe of its deſtination; for an order was diſpatched from Paris, to Marſhall Saxe, to ſend a conſiderable detachment to L'Orient; but it did not reach him till after he had gained the battle of Rocoux *.

CAPTURES BY HIS MAJESTY'S SHIPS.

THE Edinburgh, Captain Cotes, took the Duc de Chartres, a French privateer of thirty-two guns, and two hundred and ſeventy-five men; ſhe was purchaſed by Government, and added to the Royal Navy, by the name of the Inverneſs.

The Prince Frederick, Captain Harry Norris, took the Fortune, a privateer of St Malo, of twenty-two guns, and one hundred and eighty men.

The Portland of fifty guns, Captain Charles Stevens, took, on the 9th of February, after an engagement of two hours and an

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* The greateſt part of this account of the expedition to Port L'Orient, is taken from a MS. journal of the expedition, wrote on the ſpot by an officer of rank.

an half, L' Auguſte, a French ſhip of war of fifty guns, and four hundred and ſeventy men. The enemy had fifty men killed, and ninety-four wounded; and all her maſts were ſhot away. The Portland had five men killed, and thirteen wounded; her maſts were much wounded, all her rigging deſtroyed, and main-yard ſhot away. The Auguſte was purchaſed by Government, and added to the Royal Navy, by the name of the Portland's Prize. And on the 19th of November, he took a French ſhip of war, called the Subtile, of twenty-ſix guns, and one hundred and ninety-four men; ſhe alſo was bought into the ſervice, and called the Amazon.

The Defiance, Captain Powlett, took, after an engagement of two hours, the Ambuſcade, a French ſhip of war of forty guns, and three hundred and ſixty-five men, of whom twenty-ſix were killed and wounded. The Defiance had only one man killed and three wounded. The prize was purchaſed and added to the Royal Navy.

The St Michael, and Le Chaſſeur, two French privateers of eighteen guns, and one hundred and fifty men each, were taken by Admiral Martin's ſquadron.

Captain James Oſborne, of the Shoreham, captured a ſmall Spaniſh privateer, of two carriage-guns, and twelve ſwivels; and being at this time at an anchor in a ſmall bay about ten leagues to the weſtward of the Groyne, he gave the command of her to Mr William Brown, the maſter of the Shoreham. On the 24th of April, about five in the morning, Mr Brown having got ſight of a veſſel, weighed, and went in chace of her. He came up with her at half an hour after eleven. The enemy ſeeing the ſmallneſs of his force, now waited for him. He engaged her ſix hours and a half, deſtroyed all her ſails and rigging, and having expended all his ammunition, he reſolved to board his antagoniſt. He accordingly got out his oars, and rowed his veſſel on board of her; on which ſhe ſtruck her colours, and proved to be a privateer ſnow from Bilboa, of ten carriage-guns, eighteen ſwivels, and ſeventy-eight men; out of whom he found only thirty-two alive when he took poſſeſſion, four of whom were wounded. On the 26th, near Viana, he took, after a briſk action, another Spaniſh privateer, mounting five guns, and having on board thirty-two men. The

Lords of the Admiralty were pleaſed to appoint Mr Brown to the command of a ſloop of war, in reward of his gallant behaviour.

The Sheerneſs, Captain Shuldham, took L'Hercule, a French ſhip of three hundred and forty tons, eighteen guns, and thirty-ſix men, having on board a conſiderable quantity of money, and a cargo of great value.

The Inverneſs, Captain Julian Legge, took a privateer of St Malo, called Le François, of twenty-two guns, and one hundred and ſixty men.

The Windſor, Captain Denis, took the Leopard privateer of Bayonne, of twenty-two nine pounders, twenty-four ſwivels, and three hundred and ſixty-ſeven men: at the ſame time, retaking two Engliſh veſſels which the privateer had with her.

A ſmall ſquadron under Lord George Graham, of the Nottingham, burnt the Bacchus, a French privateer, of eighteen guns, and one hundred and forty-three men; and took two valuable French ſhips from Martinico, and a ſhip of twenty-ſix guns for Panama.

The Weaſel ſloop of war, of twelve guns, commanded by Captain Hugh Palliſer, took, on the 8th of October, the Jeantie, a privateer of Bologne, of ſix carriage-guns, ſix ſwivels, and forty-eight men; and the Fortune privateer of Honfleur, of ten carriage-guns, ten ſwivels, and ninety-five men; for which gallant action, the Captain got the command of a poſt-ſhip.

The Eſperance, a privateer of St Sebaſtian's, of ſixteen guns, and one hundred and thirty-ſix men; and the Shoreham privateer of Nantz, of twenty-two guns, and two hundred and ſixty men; were taken by the Eagle, Captain Rodney.

The Namur, the Honourable Captain Boſcawen, took the Intrepide privateer of St Malo, of twenty ſix-pounders, and two hundred men; and a French ſnow, with diſpatches from the French ſquadron at Chiboctou, for France. And ſoon after, Captain Boſcawen chaſed the Mercury, a French ſhip of war, of fifty-eight guns, (then ſerving as an hoſpital-ſhip to the ſquadron, late Duc d' Anville's), into Admiral Anſon's ſquadron, where ſhe was taken.

The Nottingham, of ſixty guns, Captain Philip Samaurez, took, off Cape Clear, October 11th, after a cloſe action of two hours, the Mars, a French ſhip of war of ſixty-four guns, and five hundred and fifty men: the Mars had forty men killed and wounded, but the Nottingham only three or four. The prize was bought, and added to the Royal Navy.

On the 26th of December, the Glouceſter, Captain Charles Saunders, and the Lark, Captain Cheap, took the Fort de Nantz, a Spaniſh regiſter-ſhip, of thirty-two guns, and two hundred men, burden ſix hundred and fifty tons, from La Vera Cruz and the Havannah, for Cadiz; a prize valued at 300,000l.

On the 13th of March, the Saltaſh and Warren privateers, got ſight of a fleet of ſmall French veſſels, at anchor near Port Louis, under convoy of an armed ſhip of ten guns. The privateers attacked them, one on each ſide, ſo ſucceſsfully, that they brought off four of the veſſels and the armed ſhip: ſixteen they drove aſhore; and would have either taken or deſtroyed the reſt, but, a large ſhip of war coming out of the port, obliged them to make off. In the prizes, which were laden with ſtores, particularly timber for ſhip-building, only two priſoners were made: the reſt of the crews had eſcaped on ſhore during the attack.

The Alexander privateer of Briſtol, Captain Phillips, being on a cruize in the month of April, and ſeeing a large ſhip come to an anchor under a ſmall fort in St Martin's road, in the iſle of Rhée, he run in after her, boarded her with fifty men, cut her cables, and brought her off. She proved to be his Majeſty's ſhip the Solebay, of twenty-two nine pounders, lately taken by the enemy. She had a crew of two hundred and thirty men, who were ſo panic-ſtruck, upon being boarded with ſuch reſolution, that they all fled below. The Alexander was only two hundred tons burden, having twenty ſix-pounders, and a crew of one hundred and fifty men. His Majeſty was ſo much pleaſed with this gallant action, that he ordered Captain Phillips a preſent of five hundred guineas, and a gold medal worth two hundred more.

The Dublin privateer of Dublin, Captain Eaton, took the Noſtra Signora de Begona, of four hundred tons, and eighteen guns, a Spaniſh regiſter-ſhip from the Havannah for Cadiz, having on board the Governor of Guatimala in New Spain, and a cargo in gold, ſilver, cochineal, indigo, hides, ſnuff, &c. valued at upwards of 100,000 l.

Sixteen French ſhips were taken in the Levant, by the Fame, a ſnow privateer of Liverpool, Captain Fortunatus Wright, fourteen of which he ſent to Leghorn, the other two he carried into Meſſina. The largeſt of the laſt two was fitted out by ſome French factories on the coaſt of Caramania, with twenty guns, and one hundred and fifty men, on purpoſe to take or deſtroy the Fame, which had greatly annoyed their trade in thoſe parts. They came to an engagement off the iſland of Cyprus, which laſted three hours, when the enemy run their ſhip aſhore; and the crew, abandoning her with the utmoſt precipitation, fled up the country. The Fame's men took poſſeſſion of the veſſel, got her afloat again, and brought her off.

The King George, Prince Frederick, and Duke privateers, took, on the 27th of December, and carried into Liſbon, the N. S. del Buenel Conſigo, a Spaniſh regiſter ſhip, of twenty-four guns, and one hundred and fifty men, from Cadiz to Buenos Ayres, reckoned worth 150,000l. She had on board three governors with their ladies and families, and other paſſengers, who had private adventures to the amount of 27,000 l.

The loſſes ſuſtained by the navy this year, were, the Severn, of fifty guns, Captain Liſle, which was taken, after a gallant action, by the Terrible, of ſeventy-four guns, and other French ſhips of war, as ſhe was eſcorting home the trade from the Leeward Iſlands; the Albany and Hornet ſloops of war, taken by the enemy; and the Lightning bomb-ketch, Captain Martin, which was overſet in a hard gale near Leghorn, and forty-five of her crew drowned.

In the courſe of this year, the Spaniards captured in the European ſeas,	105 veſſels.
Ditto, in America,	78
Total,	183

In

In the courſe of this year, the French captured in the European ſeas, — — —	328 veſſels of all ſorts.
Ditto, in America, — —	141
	469
	183
Total by the French and Spaniards,	652

In the courſe of this year, Great Britain captured from Spain, in the European ſeas, — —	28 veſſels.
Ditto in America, — — —	88
Total,	116

Taken from France in the courſe of this year, in Europe,	260
Ditto, in America, Africa, and Aſia, — —	150
Total, taken from the French,	410
Ditto, from the Spaniards,	116
Total,	526

Making, on the whole, a balance of one hundred and twenty-ſix veſſels againſt Great Britain. But when it is conſidered, that ſeveral large ſhips of war, with many valuable prizes from the Weſt Indies and Turky, were taken from the French; and that among the prizes taken from the Spaniards, are to be reckoned no leſs than ten regiſter-ſhips; the balance will be found greatly in favour of Britain.

1747.

In no period of the war did the Navy of Great Britain make a more glorious or conſpicuous figure than in the courſe of the year 1747. The Parliament met the 18th of November 1746; when his Majeſty informed them, as uſual, of the progreſs of the arms of the powers united in the common cauſe; recommended vigorous meaſures as the ſureſt means of obtaining a laſting peace; and added, "It ſhall be my particular care to "exert our ſtrength at ſea, in the moſt effectual manner, for "the defence of my kingdoms and poſſeſſions, the protection "of the trade of my ſubjects, and the annoyance of our ene-"mies." This aſſurance could not fail of being extremely agreeable. It preſaged the ſucceſs that crowned our endeavours on an element where our ſtrength ought always to be exerted, and where no expence ought to be ſpared to render it ſuperior to all exigences. In the courſe of this Seſſion, the Parliament voted forty thouſand ſeamen, and eleven thouſand one hundred and fifty marines for the ſervice of the current year; for the ordinary of the Navy, 195,259 l. 18 s. 8 d.; for Greenwich Hoſpital, 10,000 l.; for the Navy Hoſpital near Goſport, 16,000 l.; towards paying off the debt of the Navy, 1,000,000 l. The total of the ſupplies voted for the year 1747, amounting to the ſum of 9,325,253 l. 9 s. 10½ d. The only alteration which happened this year at the Admiralty Board, was the appointment of Welbore Ellis, Eſq; to be one of the Commiſſioners, in the room of George Grenville, Eſq; removed to the Treaſury Board.

In conſequence of his Majeſty's orders, the following naval promotion took place on the 15th of July: Sir Chaloner Ogle, James Steuart, Eſq; Honourable George Clinton, to be Admirals of the White; William Rowley, William Martin, Iſaac Townſend, Eſqrs. to be Admirals of the Blue; Henry Medley Eſq; Lord Vere Beauclerk, George Lord Anſon, to be Vice-Admirals of the Red; Perry Mayne, Eſq; and Sir Peter Warren, K. B. to be Vice-Admirals of the White; Honourable John Byng, to be Vice-Admiral of the Blue; Henry Oſborne, Thomas Smith, and Thomas Griffin, Eſqrs. to be Rear-Admirals of the Red; Edward Hawke, William Chambers, and Charles Knowles, Eſqrs. to be Rear-Admirals of the White; Honourable John Forbes, and the Honourable Edward Boſcawen, to be Rear-Admirals of the Blue.

In the courſe of this year, Admirals Lord Anſon, Warren, and Hawke, commanded ſquadrons which cruized to the weſtward, and in the Bay of Biſcay. Admiral Chambers commanded in the Channel; Commodore Mitchell on the coaſt of Flanders; Vice-Admirals Medley and Byng in the Mediterranean; Rear-Admiral Knowles was ſent to take the command at Jamaica; and Rear-Admiral Boſcawen was ſent to the Eaſt Indies, with a ſtrong reinforcement of ſhips, and a conſiderable body of land-forces.

EAST INDIES.

Rear-Admiral Griffin returned from Bengal to the coaſt of Coromandel, having ſome reinforcements with him for Fort St David, which, with thoſe he landed, put that ſettlement out of danger; and, with his fleet, (See Note 51.) he blocked up the Port of Pondicherry, which obliged M. Dupleix to recal his troops for the ſecurity of the place. In September, the ſquadron ſailed for Madras: in the road they found at anchor, the Neptune of fifty-four guns, being one of M. la Bourdonnais' ſquadron, and which had remained on the coaſt ever ſince his departure. She was boarded by the boats of the ſquadron, who ſet her on fire, and deſtroyed her. The approach of the monſoon in October, did not compel Admiral Griffin to quit the coaſt. He reſolved to ſtay and give all the aſſiſtance in his power to the Britiſh ſettlements. The monſoon began and continued without any violent hurricane; but the weather, notwithſtanding, was ſo tempeſtuous, that only two ſhips of the whole ſquadron were able to keep their ſtations. The reſt made for Tincomalé bay, from whence they returned the beginning of the year 1748. The Medway was found in ſo bad a ſtate, that ſhe was condemned as unfit for ſervice.

WEST INDIES.—JAMAICA STATION.

Until the arrival of Rear-Admiral Knowles, the command of the ſquadron devolved on Captain Dent, (See Note 52.) The Enterprize, Captain Charles Holmes, after an obſtinate engagement, took the Veſtal from Cadiz for La Vera Cruz, a Regiſter ſhip, with nine hundred and ſeventy-five cheſts of quickſilver, and a rich cargo of dry goods, in all valued at 150,000 l.

WEST INDIES.—LEEWARD ISLAND STATION.

THE fleet here (See Note 53.) was commanded by the Honourable Edward Legge; after whoſe death, it devolved on Commodore George Pocock. The Weaſel ſloop of war, which Rear-Admiral Hawke diſpatched after his taking of the French ſhips of war in October this year, was ſo lucky as to fall in with Commodore Legge and his fleet, by which means a great many of the French convoy were intercepted.

MEDITERRANEAN.

THE Auſtrian General, Brown, cauſed Antibes to be inveſted by General Roth, while the Britiſh fleet under Vice Admiral Medley bombarded and blocked it up by ſea. But after continuing the ſiege a conſiderable time, the Auſtrians were obliged to raiſe it, and repaſs the Var, which they did with conſiderable loſs, from one of their bridges giving way while the troops were paſſing; by which accident they had a great number of men and horſes drowned. They aſſigned as a reaſon for their retreat, that the weather proving tempeſtuous, the fleet were ſometimes driven from before Antibes; ſo that ſupplies of proviſions in ſmall veſſels got into the port; while, on the contrary, their ſupply of proviſions was extremely precarious, ſome veſſels laden with proviſions for the Auſtrian army having been wrecked on the coaſt. The true cauſe, however, was, that Marſhall Belleiſle had collected a conſiderable army, and was marching with all expedition to give them battle. As the Genoeſe recovered their ſpirits, they ſent ſome troops to Corſica, where they drove the iſlanders, who were then in arms, and ſtruggling for their freedom, into the interior parts of the country. The Spaniſh ſquadron was blocked up in Carthagena; whereby the trade and ſupplies for the Spaniſh army in Italy were greatly interrupted.

Captain Wellard of his Majeſty's ſhip the Roebuck, being ſtationed with that ſhip and ſome ſmall craft, to protect the iſlands of St Marguerite and St Honorat, on the coaſt of Provence, obſerving ſome ſmall veſſels upon the Plage of Cannes, on the 18th of February ſent Captain Veale in a barcolongo, attended by two feluccas, to attempt to deſtroy them; and they ſucceeded ſo well, that, notwithſtanding the enemy brought down a large body of troops to oppoſe the deſign, our people brought off ſix veſſels, and damaged ſeveral others, without loſing a man, while the enemy's loſs of men was conſiderable. This little check did not make the enemy deſiſt from their intention of driving the Auſtrians from the above two iſlands; as, by the the 22d of the ſame month, they had collected at the ſame place five or ſix ſettees, and many ſmall veſſels, in which they were to embark a number of troops, to make a deſcent on the iſland of St Marguerite, and to attack the caſtle. The better to inſure ſucceſs, they had, beſides the battery of nine or ten pieces of cannon pointed againſt the caſtle on the oppoſite ſhore, erected a bomb-battery of four mortars. Theſe, Captain Wellard reſolved, if poſſible, to deſtroy; and he accordingly proceeded with his ſhip, the barcolongo, and the two feluccas. As he approached the ſhore, the enemy turned all their cannon againſt him, which galled the veſſels very much; but bringing his broadſide to bear on the batteries, he attacked them with ſo much vigour, that after a long oppoſition, he ſilenced them, and obliged the enemy to retire. The barcolongo received ſo much damage in her hull, that ſhe was obliged to bear away, being in danger of ſinking, which was a great detriment to the undertaking, as, drawing but little water, ſhe could get ſo cloſe to the enemy's veſſels as to do conſiderable execution. To remedy this defect as much as poſſible, Captain Wellard ordered his ſhip farther in, and cannonaded the Plage of Cannes until night came on, when he returned to his ſtation off the iſlands. In this action, the enemy's veſſels received ſo much damage, that the embarkation was obliged to be poſtponed: they had a great many men killed and wounded; and ſo warm a fire did the Roebuck keep up, that their officers were obliged to exert themſelves to keep their men at the batteries. On our ſide, the barcolongo had ſix men wounded. The Roebuck had ſix men killed, and fourteen wounded: ſhe had thirty ſhot in her hull; and her maſts and rigging were greatly ſhattered.

The French were extremely anxious to have an experienced officer of rank to take the command of the troops in Genoa, as that city was ſtill threatened with an attack by the enraged Auſtrians. For this purpoſe, the Duc de Boufflers had arrived at Toulon, where a conſiderable embarkation of troops, ammunition and proviſions, had taken place on board of forty tartans and ſmall veſſels. He was ready to proceed with them the firſt favourable opportunity, and to throw himſelf into that city. This expedition put to ſea on the 17th of March, having an armed xebeque and a frigate for their convoy; but, next day, the wind blowing hard eaſterly, when they were off Cape del Mell, they ſeparated; and, falling in ſoon after with the Britiſh ſquadron cruizing off that part of the coaſt, upwards of a dozen of them were taken. Some were chaſed into Porto Fin, Porto Eſpecia, and Monaco; and others got back to Toulon with the Duc de Boufflers. The frigate was chaced into Genoa by the Phœnix: in ſhort, the whole embarkation was completely diſperſed; and more of them would probably have been captured, had not the weather been very foggy, which favoured their eſcape. Some time afterwards, the ſquadron being blown off the coaſt, the Duc de Boufflers ſeized the opportunity, and in a ſmall veſſel got ſafe to Genoa.

Vice-Admiral Medley dying in Vado Bay, Auguſt 5th, the command devolved on Admiral Byng. The Jerſey took the St George of eight hundred tons, thirty guns, and one hundred and eighty men, bound from Cadiz to La Vera Cruz, of great value. A Venetian ſhip from Cadiz for Genoa, having on board a large quantity of Spaniſh gold, was taken by the ſquadron.

TRANSACTIONS AT AND NEAR HOME.

The ill ſucceſs which had attended the expedition to North America, under M. d'Anville in the preceding year, did not deter the French Adminiſtration from perſiſting in the ſame plan of operations; and they accordingly reſolved to make another powerful effort to recover Cape Breton. A ſtrong ſquadron was equipped for this ſervice early in the ſpring, and the command given to M. de la Jonquierre, Chef d'Eſcadre. Nor was this the only ſcheme they projected this year; for from the favourable reports made to them by M. Dupleix, of their affairs in the Eaſt Indies, they reſolved to ſend ſtrong reinforcements to that quarter of the globe, in hopes of completing the conqueſt of the Britiſh ſettlements on the coaſt of Coromandel; the command of which was conferred on M. de St George. The better to enable theſe ſquadrons to eſcape from the danger which the ſuperiority of the Britiſh navy in the European ſeas ſeemed to threaten them with, it was reſolved, that they ſhould ſail in company for a conſiderable way before they ſeparated, in hopes, that from their combined ſtrength, they would be able to defeat any force which might be ſent out to intercept them.

The equipping of two ſuch armaments, did not eſcape the notice of the Britiſh Miniſtry; and a ſtrong ſquadron was ſent, under the command of Vice-Admiral Anſon, and Rear-Admiral Warren, (See Note 54.), to intercept them. They ſailed from Plymouth on the 9th of April, and proceeded to Cape Finiſterre, off which they kept cruizing till the 3d day of May, the Cape then bearing S. E. diſtant twenty-four leagues, when they got ſight of the French fleet, conſiſting of thirty-eight ſail. As ſoon as the enemy diſcovered the Britiſh fleet, nine of their largeſt ſhips ſhortened ſail, and drew into a line of battle ahead, while the reſt ſtretched to the weſtward, with all the ſail they could ſet. Vice-Admiral Anſon made the ſignal for his fleet to form a line of battle; but Rear-Admiral Warren, ſuſpecting that the enemy's deſign was only to gain time, and that, as ſoon as the ſhips they convoyed got to a conſiderable diſtance, they would make off, and endeavour to eſcape under favour of the night, bore down to the Vice-Admiral, told him his ſuſpicions, adviſing him to haul down the ſignal for the line, and to hoiſt one for a general chace. The advice was immediately put in execution; and, about four in the afternoon, the Centurion, Captain Denis, getting up with the ſternmoſt of the enemy's ſhips, began the engagement. Two of the largeſt of the French ſhips bore down to the aſſiſtance of the ſhip attacked;

ed; but the Namur, Defiance, and Windſor, ſoon ſuccoured the Centurion, and got into action with five French ſhips, when a terrible cannonade was kept up by both parties. The Centurion, in this conflict, had the misfortune to have her main-top-maſt ſhot away, by which ſhe dropped aſtern, and for a ſhort time was thrown out of the action; but Captain Denis had his ſhip ſo ſpeedily refitted, that he again got up with the enemy, and renewed the battle. Captain Grenville of the Defiance, perceiving how vigorouſly the Namur was attacked by ſeveral of the enemy's largeſt ſhips, bravely went to her aſſiſtance. Captains Boſcawen and Grenville diſplayed the greateſt bravery, and maintained a very ſevere combat, till, having diſabled their antagoniſts, they, with the Windſor, puſhed on to prevent the enemy's van from eſcaping, leaving the ſhips they had diſabled to be picked up by the ſhips aſtern of them, whoſe Captains were doing all they could to get into action.

In the mean time, Rear-Admiral Warren, in the Devonſhire, came up with the French Commodore M. de la Jonquierre in the Serieux. As he approached, the Frenchman ſaluted him with a terrible fire, to which he made no return, till he was within piſtol-ſhot; when he opened one ſo powerful on his adverſary, as very ſoon compelled him to ſtrike his colours. Having taken poſſeſſion of his prize, he made ſail, and ſoon came up with M. de St George in the Invincible, a ſhip very much ſuperior to his own: ſhe had been roughly handled by the Namur, who had ſhot away her main-top-maſt. He immediately attacked that ſhip with a cloſe and well-directed fire. The Honourable Captain Montagu, in the Briſtol, bore down to his aſſiſtance, and engaged very cloſely: the Invincible was ſoon ſilenced, as her men would no longer ſtand to their guns.

The ſpirit with which the Britiſh Captains fought, cannot be better evinced, than from the following fact:—When the Briſtol began to engage the Invincible, Captain Fincher, in the Pembroke, endeavoured to get in between her and the enemy; but not finding room enough ſo to do, Captain Fincher hailed the Briſtol, and requeſted Captain Montagu to put his helm aſtarboard, or the Pembroke would run foul of his ſhip: To this Captain Montagu replied, "Run foul of

" me, and be d—d; neither you nor any man in the world ſhall " come between me and my enemy."

When the Devonſhire and Briſtol had fairly ſilenced the Invincible, Captain Montagu ordered his ſails to be ſet, and went on to a freſh attack, cheering his gallant crew, by ſaying, in the ſportſman ſtyle, " Come, my brave boys, " we muſt have another bird of them." He ſoon after came along-ſide the Diamant, a ſhip every way ſuperior to his, but which was endeavouring to make off, and began a moſt furious attack. The action laſted an hour and three quarters. The enemy's veſſel being diſmaſted, one of their upper-deck guns burſting, and having loſt many men, ſhe ſurrendered. When the Briſtol's Lieutenant took poſſeſſion of the prize, he was aſtoniſhed at the ſcene of deſtruction which preſented itſelf. She was the laſt of the enemy's ſhips that ſubmitted; for while Captain Montagu was warmly engaged with the Diamant, the Namur, Defiance, Windſor, Centurion, Yarmouth, Pembroke, and Devonſhire, had ſilenced all the other French ſhips; ſo that, as ſoon as the Vice-Admiral in the Prince George got up to the Invincible, ſhe ſtruck, as did all the reſt of the enemy's ſhips that were in the line, ſoon after.

At ſeven o'clock, the Vice-Admiral made the ſignal to bring to, and detached the Monmouth, Yarmouth and Nottingham in purſuit of the convoy, who then bore W. by S. W. about five leagues diſtance; having been followed by the Falcon ſloop all the time of the action, whoſe Captain had orders to make ſignals of the courſe they ſteered, to ſerve as a direction to ſuch ſhips as the Admiral could ſend in chace of them. By this means the Vigilante and Modeſte of twenty-two guns each, with the Dartmouth, (formerly a Britiſh privateer), of eighteen guns, were taken; being the only Eaſt India ſhips that were not in the action. Six others of the convoy were captured by the ſhips ſent in purſuit. Night enabled the reſt to get off.

In this battle, the French behaved extremely well, conſidering the great ſuperiority in men and ſhips which were againſt them; but, throughout the whole, the ſuperior ſeamanſhip and diſcipline of the Britiſh ſhips were extremely conſpicuous. The enemy had about ſeven hundred men killed and wounded; among the former was one of their Captains.

M. de

M. de la Jonquierre was wounded by a muſket-ball, under the blade bones of both his ſhoulders; and a Captain had both his legs ſhot off. The Britiſh had about five hundred and twenty men killed and wounded. Among the killed was the brave Captain Grenville of the Defiance, whoſe death was eſteemed a public loſs, and who was moſt juſtly lamented by the nation, and the ſervice to which he belonged[*]. The Honourable Captain

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[*] The corpſe of Captain Grenville was landed in Stokes-bay, near Goſport, May 22d, where it was put in a hearſe, and conveyed to the burying place of the family at Wotton, under Barnwood in Bucks. Every honour was paid to the deceaſed at the landing: all the boats of the ſquadron attended; and, from the time they left the ſhip's ſide, until they reached the ſhore, minute guns were fired by the whole ſquadron, who, together with all the reſt of the ſhips of war at Spithead, hoiſted their colours half-maſt high, on the melancholy occaſion.

The Right Honourable Lord Viſcount Cobham, uncle to the deceaſed Captain Grenville, erected an elegant column, ornamented with naval trophies, in his beautiful gardens at Stowe, near Buckingham, to his memory; on the pedeſtal of which are the following inſcriptions:

Sororis ſuæ Filio
THOMÆ GRENVILLE,
Qui navis Præfectus regiæ
Ducenti claſſem Britannicam Georgio Anſon,
Dum contra Gallos fortiſſime pugnaret,
Dilaceratæ navis ingenti fragmine
Femore graviter percuſſo.
Perire, dixit moribundus, omnino ſatius eſſe
Quam inertiæ reum in judicio ſiſti.
Columnam hanc roſtratam
Laudans et mœrens poſuit
COBHAM.
Inſigne virtutis, eheu! rariſſimæ
Exemplum habes,
Ex quo diſcas
Quid virum præfectura militari ornatum
Deceat.
M. DCC. XLVII.

His couſin-german George, the firſt Lord Lyttleton, wrote the following verſes:

"To the memory of Captain Grenville, of the Defiance man of war, who was ſlain in an engagement with the French fleet, May 3d, 1747.

YE weeping Muſes, Graces, Virtues, tell,
If, ſince your all-accompliſh'd Sydney fell,
You,

Captain Boſcawen was wounded in the ſhoulder by a muſket-ball, but not dangerouſly.

The Vice-Admiral conducted his prizes to Spithead; of which the following is a liſt, viz.

Ships.	Guns.	Men.	Commanders.
Le Serieux,	66	556	M. de la Jonquierre Chef d'Eſcadre.
L'Invincible,	74	700	M. de St George.
Le Diamant,	56	450	M. de Hoquhart.
Le Jaſon,	52	355	M. de Beccard.
Le Rubis,	52	328	M. M'Carty.
Le Gloire,	44	330	M. de Saleſſe.

Ships belonging to the Eaſt India Company, fitted out as ſhips of war:

Ships.	Guns.	Men.	Commanders.
L'Apollon,	30	132	M. de Santon.
Le Philibert,	30	170	M. de Cellie.
Le Thetis,	20	100	M. de Macon.
Le Dartmouth,	18	50	M. de Penoche.

It was a fortunate circumſtance the meeting with the enemy's fleet, before the two ſquadrons ſeparated; an event which might otherwiſe have taken place in a few days. The Invincible, Jaſon, Eaſt India, and ſtore-ſhips, were to have proceeded to the Eaſt Indies, and all the reſt to America. The

You, or afflicted Britain, e'er deplor'd
A loſs like that theſe plaintive lays record?
Such ſpotleſs honour! Such ingenuous truth!
Such ripen'd wiſdom in the bloom of youth!
So mild, ſo gentle, ſo compos'd a mind,
To ſuch heroic warmth, and courage join'd!
He, too, like Sydney, nurs'd in learning's arms,
For nobler war, forſook her ſofter charms:
Like him, poſſeſs'd of every pleaſing art,
The ſecret wiſh of every female heart:
Like him, cut off in youthful glory's pride,
He, unrepining, for his country died.

But, nobler far, and greater is the praiſe
So bright to ſhine in theſe degen'rate days.
An age of heroes kindled Sydney's fire:
His inborn worth alone could GRENVILLE's deeds inſpire.

The money found on board the ſhips of war, amounted to upwards of 300,000 l. It was put into twenty waggons, and conveyed to London, and went, in grand military proceſſion, quite through the city, amidſt the acclamations of many thouſand people, to the Bank, where it was lodged. Vice-Admiral Anſon waited on his Majeſty, who received him in the moſt gracious manner, ſaying to him, "Sir, you have done a "great ſervice. I thank you; and deſire you to thank, in my "name, all the officers and private men for their bravery and "conduct, with which I am well pleaſed." On the 13th of June, his Majeſty was pleaſed to create Vice-Admiral Anſon a peer of Great Britain, by the title of Lord Anſon, Baron of Soberton, in the county of Southampton. Rear-Admiral Warren was honoured with the Military Order of the Bath. The ſhips of war, and Thetis Eaſt India ſhip, were all purchaſed by Government, and added to the Royal Navy. The Lords of the Admiralty changed the name of the Serieux to the Intrepid, and that of the Diamant to the Iſis.

The Miniſtry, at this time, luckily fell on a method of obtaining better information reſpecting the operations of the Navy, and exerted themſelves with a vigilance which was very agreeable to the whole nation. Soon after the ſailing of Admirals Anſon and Warren, a ſquadron was ſent out under the command of Captain Fox, of his Majeſty's ſhip the Kent, (See Note 55.) with a deſign to intercept M. du Bois de la Mothe, who was eſcorting, with four ſhips of war, a very large fleet of merchant ſhips from the Weſt Indies. Captain Fox came to his ſtation the 9th of April, and continued cruizing there till the 20th of June. Being then in latitude 47. 18. North, Cape Ortegal in Spain bearing S. E. one hundred and forty-ſix leagues diſtant; at four in the morning, he got ſight of the long expected French fleet. He ſoon after counted upwards of one hundred and ſeventy ſail. Captain Fox crowded all the ſail he could ſet, in purſuit of the ſhips of war; but being clean ſhips, they went much faſter under top-ſails than his could do with every ſail ſet, being foul from their long cruize. M. du Bois de la Mothe's force conſiſted of one ſhip of ſeventy-four, one of ſixty-four, one of fifty-four, ty-four, and one of thirty-ſix guns. He guarded the rear of his convoy; but, towards night, the Britiſh were only two leagues aſtern of him. On the 21ſt, the chace was renewed. About five in the evening, a favourable breeze of wind taking Commodore Fox's ſquadron, they were coming faſt up with the enemy; on which the French Commodore ſet all his ſail, and made off, making a ſignal to his convoy to ſhift for themſelves. The French fleet, on this, diſperſed, and were much beholden to thick weather, otherwiſe few of them could have eſcaped.

A Liſt of the French St Domingo Fleet taken.

Ships Names.	Tons.	Men.	By whom taken.
La Marie Suſanne	120	15	Kent.
La Fortune,	150	27	
L'Eſperance,	400	66	
Le Jeune Iſaac,	300	27	
L'Induſtrie,	200	17	Advice.
La Flora,	320	28	
Le Vainqueur,	200	23	
Le St Eſprit,	500	130	
L'Atlas,	380	44	
Verge de la Garde,	300	27	
Le Pontcaru,	350	29	
Le Magnifique,	100	12	Lion.
Le Pere de Famille,	160	13	
La St Anne,	96	7	
Le San,	150	8	
N. D. de Grace,	400	44	Oxford.
St Malo,	370	36	Eagle.
Charlotta,	150	24	
St Clare,	100	20	
Marſhall de Saxe,	120	22	
Europa,	350	30	
L'Eſperance,	120	20	
Neceſſaire,	450	65	Hector and Dolphin fire-ſhip.
St Mathiew,	380	34	
Famille,	190	13	
La Reine d'Anges,	175	20	
Carry over,	6431	801	

Ships Names.	Tons.	Men.	By whom taken.
Brought forward,	6431	801	
La Belle Judith,	120	24	Of theſe were taken by the Kent, 1 Lion, - - 5 Glouceſter, - - 4 Falcon ſloop, - - 1 Lieutenant Storack of the Glouceſter, commanding the St Clare privateer, taken by the Falcon ſloop, - - 1 Admiral Warren's ſquadron, - - 4 16
Duc de Villeroy,	250	26	
Parfait,	350	40	
Juſtice,	270	25	
Les Deux Sœurs,	150	22	
St Joſeph,	120	11	
Matharicelle,	260	26	
*Societé	230*		
Le Vigilant,	230	29	
Le Louiſbourg,	135	13	
*L'Aimable Martha,	300*		
Le Neptune,	150	18	
Le Claſſar,	130	20	
*La Laurieta,	130	20	
*La Catherine,	135*		
*Le Printemps	300*		
Le Petit Fond,	100	19	Hampton Court.
La Reine Marie,	180	21	
La Paix,	250	23	
Le Triomphant,	300	35	
Le Charles Auguſt,	350	17	
La Reine,	180	17	Advice.
Total,	16,051	1197	

The men belonging to the prizes marked thus *, left their ſhips. The above were laden with ſugar, indigo, cotton, coffee, and hides.

M. du Bois de la Mothe and his ſquadron arrived at Breſt on the 26th of June; and the reſt of the merchant ſhips ran into Breſt, Nantz, and other ports, having, in the thick weather, got clear of Rear-Admiral Warren's ſquadron, who returned to Plymouth about the 1ſt of Auguſt.

Information having been received, that the enemy were collecting a great number of merchant ſhips in Baſque road, near Rochelle, for the Weſt Indies; and that a ſtrong ſquadron of ſhips of war had ſailed from Breſt to eſcort them to their different deſtinations, it was reſolved, if poſſible, to intercept them. For this purpoſe, Rear-Admiral Hawke was diſpatched with fourteen ſail of the line, (See Note 56.) and ſome frigates. He ſailed from Plymouth on the 9th of Auguſt. The French fleet ſailed from the Iſle of Aix on the 6th of October. On the 14th, at ſeven in the morning, in latitude 47. 49. N. and longitude 1. 2. W. of Cape Finiſterre, they fell in with the Britiſh ſquadron, when the Edinburgh made the ſignal for ſeeing ſeven ſail in the ſouth-eaſt quarter; upon which Rear-Admiral Hawke immediately made the ſignal for the whole fleet to chaſe. About eight, he ſaw a number of the enemy's ſhips, but ſo crowded together, that it was impoſſible to count them. A great number of them, however, appearing to be large, at ten he made the ſignal for forming a line of battle ahead. The French Commodore, when he got ſight of the Britiſh ſquadron in chaſe with all their ſails ſet, at firſt miſtook them for ſome of his convoy, who had ſeparated from him in the night: but, no ſooner did he diſcover his error, than he made the ſignal for the merchant ſhips to make the beſt of their way. He did not leave them wholly unprotected, as he ſent the Content of ſixty-four guns, belonging to the Eaſt India Company, and ſeveral large frigates, along with them. He next directed his attention to the line of battle ſhips, to whom he made the ſignal to form a line of battle ahead: the Intrepide, Trident, and Terrible compoſing the van; the Tonant and Monarch the centre; and the Severn, Fougueux, and Neptune, the rear. M. de Letendeur ſaw that it was of the utmoſt importance that his fleet ſhould form the line immediately; but, regarding the ſafety of his convoy as his principal concern, he was under the neceſſity of leaving large ſpaces for the merchant ſhips to paſs through; ſo that a conſiderable time elapſed, before the ſhips of war could cloſe the line, agreeable to order.

In the mean time, Rear-Admiral Hawke with his fleet approached the enemy very faſt; and finding that M. de Letendeur's deſign was to favour the eſcape of his convoy, he hauled down the ſignal for the line of battle, and made the ſignal for a general chaſe. In half an hour afterwards, judging the headmoſt ſhips had got within a proper diſtance of the enemy, he made the ſignal to engage, which was inſtantly complied with by the

Lion and Princeſs Louiſa, the two headmoſt ſhips, who began the action about a quarter before twelve, paſſing through a terrible fire, from the rear to the van of the French, who had the weather-gage, and were well prepared to receive the Britiſh ſhips. The Tilbury, Eagle, Windſor, Monmouth, Yarmouth, and Edinburgh, preſently ſeconded the two firſt ſhips with the greateſt bravery. Rear-Admiral Hawke received ſeveral ſhot before he could get near enough to engage the Severn, which he ſoon ſilenced, leaving that veſſel to be picked up by the frigates aſtern. The Admiral at this time perceiving the Eagle and Edinburgh to be ſomewhat diſabled by the Tonant, kept as near the wind as poſſible, in order to aſſiſt them; but in this deſign he was fruſtrated, by the Eagle's falling twice on board of the Devonſhire, having had her wheel ſhot to pieces, all the men at it killed, and all her braces and bowlings gone. This unfortunately forced the Rear-Admiral to leeward, and prevented his attacking either the Monarch or Tonant, within a proper diſtance to do any execution. He however attempted both, eſpecially the latter; but while he was engaged with her, the breechings of all the lower deck guns of the Devonſhire broke, and the guns flew fore and aft, which obliged her to ſhoot ahead, becauſe her upper and quarter deck guns could not reach the Tonant. Captain Harland in the Tilbury, obſerving that the Tonant fired ſingle guns at the Devonſhire, with a view to diſmaſt her, tacked and ſtood in between her and the Devonſhire, pouring into the Tonant a very ſmart fire. By this time the new breechings were all ſeized on board of the Devonſhire, and the Rear-Admiral got again into action, by attacking the Trident very cloſely, whom he ſoon ſilenced. At this time, obſerving the Kent a little aſtern of the Tonant, who had loſt her main-top-maſt, he threw out a ſignal to Captain Fox, to make ſail ahead, and engage her; but, unluckily this ſignal was miſunderſtood, and the ſervice was not performed. The Admiral perceiving ſome of his ſquadron not ſo cloſely engaged as he could have wiſhed, made the ſignal for coming to a cloſe engagement; and ſoon after the Devonſhire got very near the Terrible, who was forced to ſurrender about ſeven o'clock in the evening; the Trident having ſtruck a little before. All the Captains who had the good fortune to bring their ſhips into action, behaved with great intrepidity, particularly Captain Saunders in the Yarmouth, who lay two hours cloſe along-ſide the Neptune, whom he forced to ſtrike about four o'clock, all her maſts being ſhot away, her Captain and one hundred men killed, and one hundred and forty wounded. About five o'clock, the Monarch, the Fougueux, and Severn ſurrendered.

The Count de Vaudreuil, Commander of the Intrepide, behaved with great ſpirit and conduct, in the heat of the battle. Perceiving how deſperately his Admiral in the Tonant was beſet, he tacked and went to his aſſiſtance, paſſing through the midſt of the Britiſh ſhips, and receiving a dreadful fire. Having got cloſe to the ſtern of the Tonant, he warmly engaged the ſhips that were attacking her. Finding that ſix of their ſhips had been obliged to ſubmit, and night coming on, their only chance of not ſharing the ſame fate, was to ſet all the ſail they could, and to endeavour to eſcape. This was not unperceived by Captain Saunders of the Yarmouth; who, enraged at ſeeing the French Admiral, with the Intrepide, getting away, propoſed to Captain Saumarez of the Nottingham, and Captain Rodney of the Eagle, who were within hail, to follow them.

Nothing could be more agreeable to theſe two gallant officers; and the meaſure was no ſooner propoſed, than immediately put in execution. They came up with the flying Frenchmen, and the three Britiſh ſhips engaged them near an hour: but Captain Saumarez being unfortunately killed by a ſhot from the Tonant, the Nottingham hauled her wind, which gave the enemy an opportunity of eſcaping. They altered their courſe in the night; and, next day, the Intrepide was obliged to take the Tonant in tow. Afraid to ſteer towards Breſt, leſt they ſhould be purſued and overtaken, they took a N. W. courſe, until they got about one hundred leagues weſt of Uſhant, a track not much frequented, where they lay to, and repaired their damages, which were very conſiderable, in the beſt manner they were able, and then proceeded to Breſt. M. de Letendeur was much wounded in the battle; and his Captain, M. du Chaffaut, (of whom we ſhall have occaſion to ſpeak again) was wounded in the face. Both ſhips were much damaged, and had a great many men killed and wounded.

As ſoon as it became dark, Rear-Admiral Hawke brought to with his fleet for the night; and, early next morning, called a Council of war, when it was judged improper to ſend any ſhips in purſuit of the convoy, conſidering the ſtrong eſcort they were under; and that the beſt ſailing veſſels of the Britiſh ſquadron were much diſabled by the action of the preceding day. It was reſolved, however, to victual the Weaſel ſloop, and diſpatch her to Commodore Legge, at the Leeward Iſlands, that he might endeavour to intercept the French merchant-ſhips and their convoy: by which prudent meaſure, a conſiderable number of them were taken. The enemy's force was as follows:—

Ships.	Guns.		Men.	Commanders.
Le Tonant,	80	—	822	M. de Letendeur Chef d'Eſcadre, Capt. M. du Chaffaut.
L'Intrepide,	74	—	686	Count de Vaudreuil.
Le Terrible,	74	—	686	Count du Guay.
Le Monarch,	74	—	686	M. de Bedoyerre.
Le Neptune,	70	—	686	M. de Fromentiere.—Killed.
Le Trident,	64	—	650	M. D'Amblimont.
Le Fougueux,	64	—	650	M. Duvigneau.
Le Severn,	56	—	550	M. Durouret.
	556	—	5416	

Of theſe, the two firſt eſcaped, but all the reſt were taken.

M. de Fromentiere, the Captain of the Neptune, was killed in the action; in which the enemy had about eight hundred men killed and wounded. The loſs of the Britiſh amounted to one hundred and fifty-four men killed, and five hundred and fifty-eight wounded. Amongſt the former, was the brave Captain Saumarez, of the Nottingham, moſt deſervedly lamented; and to whoſe memory a plain monument is erected in Weſtminſter Abbey. He ſerved as a lieutenant under Lord Anſon, in his expedition to the Pacific Ocean.

It reflects the higheſt honour on that nobleman, that all the officers formed under his example, and raiſed by his influence, approved themſelves, in all reſpects, worthy of the commands to which they were preferred *. And it is not a little remarkable, that, of the fourteen Captains commanding the line of battle ſhips in this action, two were ſucceſſively made Commiſſioners of the Yard at Chatham †; and that ten arrived at the rank of Admirals ‡.

As the prizes were all diſmaſted except two, and as they had only their fore-maſts left ||, it took up ſome days before they were repaired, ſo as to be able to make ſail for England; but, on the 31ſt day of October, Admiral Hawke, with his ſquadron and prizes, arrived at Portſmouth.

The Admiral ſoon after waited on his Majeſty, from whom he met with a moſt gracious reception, and was ſoon after honoured with the Order of the Bath. All the prizes, except the Neptune, were purchaſed by Government, and added to the Royal Navy.

It is univerſally allowed, that, in this ſea-fight, the French Captains behaved with great courage and conduct; but, in the account given of the battle in the French Gazette, the ſtrength of the Britiſh fleet is exaggerated to twenty-three ſail of the line; and the quantity of powder, of great and ſmall ſhot, ſaid to be expended by the enemy, is great beyond all poſſibility of belief. Theſe, and their account of the courage diſplayed on this

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* Smollet's Continuation of the Hiſtory of England, Vol. III.

† Scott and Hanway.

‡ John Moore, T. Cotes, H. Harriſon, Charles Saunders, Charles Watſon, George Bridges Rodney, (now Lord Rodney) John Bentley, Robert Harland, Philip Durell, and Charles Stevens.

|| The gallant Admiral Hawke, for whom his late Majeſty had a great affection, ſaid, in his official letter, "As the enemy's ſhips were large, except the Severn, "they took a great deal of drubbing." His late Majeſty, who never attained the Engliſh language to any degree of perfection; whilſt the Admiral's diſpatches were reading to him, aſked the Earl of Cheſterfield the meaning of the word *drubbing*. At this inſtant the late Duke of Bedford, at that time Firſt Lord of the Admiralty, entering the cloſet, his Lordſhip begged leave to refer his Majeſty to his Grace, as he could explain it perfectly. The king, who had heard of the ſtory alluded to, laughed moſt heartily; and ſaid he now underſtood the meaning of the word very well. His Grace having, a ſhort time before, been at Litchfield races, a fracas enſued between two parties in oppoſite political intereſts, in which the Duke of Bedford received a drubbing. He was reſcued by the late Richard Rigby, Eſq; which proved a fortunate event to Mr R., being the foundation of his political fortune.

this occaſion, are ſtrong characteriſtics of the exceſſive vanity of the French nation.

Admiral Hawke, in his official letter, having complained of the conduct of Captain Fox, of the Kent, in the action of the 14th of October, and having requeſted that the ſame might be enquired into by a Court-martial; that Court was aſſembled at Portſmouth, on the 25th of November, of which Sir Peter Warren was preſident; and Rear-Admirals Oſborn, Forbes, and Chalmers; and Captains Martin, Parry, Harriſon, Brett, Jelſe, Keppel, De l'Angle, Weſt, Denis, and Pratten, were members. The charge exhibited againſt Captain Fox, was, That he did not come properly into the fight, nor do his utmoſt to engage, diſtreſs, and indamage the enemy; nor aſſiſt his Majeſty's ſhips who did.

The witneſſes in ſupport of the charge, were, Captain Watſon of the Princeſs Louiſa, Captain Cotes of the Edinburgh, Captain Saunders of the Yarmouth, and Captain Rodney of the Eagle; which laſt declared, That he was engaged between two fires, when Captain Fox could have eaſily come to his aſſiſtance, but did not. The evidences for the Captain were numerous; and all of them agreed, that his perſonal courage was not wanting in the day of battle. The evidence againſt him, ſwore, that the Kent did not engage, but at a great diſtance. The evidence in favour of Captain Fox proved, that the Kent engaged the Fougueux, three quarters of an hour, within muſket and piſtol-ſhot, till ſhe ſtruck to her: that then the Kent forged ahead; her braces, preventers, and hoppers, being all ſhot away. It appeared, that Captain Fox's Firſt Lieutenant, and Maſter, were the ſole cauſe of his leaving the Tonant, by confidently aſſerting, that the Admiral's ſignal was out for the Kent to come to his aſſiſtance, (while its real intention was for the fleet to come to cloſe engagement *); and that when he bore away to the Admiral, he cried out with regret, "What "a pity it is that I muſt leave this ſhip before ſhe has ſtruck!"

The trial ended the 22d of December; and the Court were of opinion, that part of the charge was proved, namely, That he had been guilty of backing his mizen-top-ſail, and leaving the Tonant, contrary to the tenth and eleventh articles of war.

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* This, and many more inſtances will be given, of the abſolute neceſſity there is for a regular and clear ſyſtem of ſignals being eſtabliſhed.

They acquitted him of cowardice: but, becauſe he paid too much regard to the advice of his officers, contrary to his own better judgment; their ſentence was, That he be diſmiſſed from the preſent command of the Kent. Captain Fox had been made a Captain, the 6th of Auguſt 1737; and, until the preſent fight, his character ſtood very fair in the Navy. His Majeſty continued him on the liſt of Captains; and, in Auguſt 1749, he was placed on the liſt of ſuperannuated Rear-Admirals. He died in February 1763.

While Admiral Sir Peter Warren was cruizing off Cape Finiſterre, on the 22d of June, he received information from the Captain of a ſmall Britiſh privateer, that, on the 17th and 18th, he had chaſed fifteen or twenty ſmall coaſting veſſels, laden with naval ſtores for the King of Spain, into Sediere, a ſmall port to the weſt of Cape Ortegal; and he thought that they might be eaſily deſtroyed or taken. The Admiral diſpatched the Viper ſloop of fourteen guns, commanded by Captain (now Admiral) Roddam, and the Hunter dogger, with the privateer, on this ſervice. Captain Roddam ſtanding into the bay, got cloſe to the place; and, with great reſolution, cannonaded a ſmall battery, diſmounted the guns, and, two days afterwards, rejoined the Admiral with a ſmall Spaniſh privateer, and five little barks, laden with iron, roſin, &c. He at the ſame time burnt twenty-eight more of the ſame ſort, which he could not conveniently bring away; diſmantled the battery, and rendered its guns unſerviceable.

Admiral Warren teſtified the higheſt approbation of this ſervice; and ſent Captain Roddam to England with his diſpatches to the Lords Commiſſioners of the Admiralty, who were pleaſed to promote him to the command of his Majeſty's ſhip the Greyhound for his gallant behaviour.

The Admiral, on the 21ſt, ſteering with his ſquadron for Cape Finiſterre, gave chaſe to ten ſail; ſix of them being nearer the land than the other four. He ſoon came up with the latter; which proved to be his Majeſty's ſhips the Prince Frederick, Briſtol, and Centurion, with a Portugueſe brig they had ſpoke with. He continued the purſuit of the other ſix, and chaſed them into a little bay, to the windward of the iſland of Siſarga; where the French ſhips anchored very regularly, not imagining that the Britiſh ſhips would there moleſt them. Soon finding their miſtake, however, they cut their cables, and ran aſhore, ſetting fire to a very fine brig, and to L'Etoile, a ſhip of war of forty-ſix guns, and four hundred men, from Port Louis, which blew up before the boats of the ſquadron could get on board. The next day, the other four were got off by the Monmouth, Portland, and Ambuſcade, having received little or no damage, and proved very valuable prizes.

On the 7th of July, the ſquadron took a Spaniſh packet-boat, bound from Ferrol to the Havannah; and, on the 8th, chaſed and drove aſhore a large French frigate, about eight leagues to the weſtward of Cape Pinas. She appeared to carry thirty-ſix or forty guns: to prevent her falling into our hands, her crew ſet her on fire.

On the 27th, they took the St Antonio, a French outward bound Eaſt India ſhip, of five hundred tons, ſixteen guns, and one hundred men, laden with ſtores and proviſions.

His Majeſty's ſhips, the Warwick of ſixty guns, and the Lark of forty-four guns, commanded by Captains Erſkine and Cruikſhanks, having under their convoy the trade bound for North America; on the 14th of July, when off the Azores, fell in with theGlorioſo, a Spaniſh ſhip of war, of ſeventy guns, and ſeven hundred and fifty men, from the Havannah for Spain, having treaſure and plate on board, to the amount of 1,300,000 l. Captain Erſkine, (in the Warwick), who was the junior officer, without orders, or conſulting with Captain Cruikſhanks, gave chaſe; and coming up with the Glorioſo, fought her with the greateſt bravery, until his ſhip was entirely diſabled. It is to be lamented, that the Captains did not make a joint attack upon the Glorioſo; as, in that event, ſhe muſt, in all probability, have been taken. But, by the impetuoſity of the one Captain, and unlucky tardineſs of the other*, the Spaniards eſcaped; who, after diſabling the Warwick, made all the ſail they could, reached Ferrol, and there landed the treaſure and plate.

From thence ſhe ſailed for Cadiz; but, on her way thither, on the 7th of October, ſhe fell in with the King George, Prince Frederick, Duke, and Princeſs Amelia privateers. The two former engaged her for near three hours, but were ſo much diſabled,

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* Captain Cruikſhanks has publiſhed an account of this action, in which he makes Captain Erſkine to blame.

abled, that they were obliged to haul off. All of them, however, kept her company; and next day they ſaw two large ſail in chace. The firſt that came up with the Spaniard, was his Majeſty's ſhip the Dartmouth, of fifty guns, commanded by Captain Hamilton, a truly brave young man; who, diſregarding the great ſuperiority of the enemy's ſtrength, immediately attacked the Glorioſo, at one in the afternoon of the 8th; but, in the heat of the action, about half paſt three o'clock, his ſhip unfortunately blew up. The Prince Frederick privateer being the neareſt veſſel, put out her boats, but could only ſave Lieutenant O'Brien, and eleven foremaſt-men; the reſt, with their brave Captain, periſhed.

The other large ſhip, which proved to be the Ruſſel of eighty guns, commanded by Captain Buckle, got up, about one in the morning of the 9th, and engaged the enemy very cloſely until ſix o'clock, when a ſhot carrying away the Glorioſo's main-top-maſt, ſhe ſtruck. She was commanded by Don Pedro Meſſia de la Zeeda; had ſeventy guns mounted, and ſeven hundred men on board, of whom twenty-five were killed, and many wounded. The Ruſſel had only four hundred men on board when the action began, twenty of whom were ſick; ſhe had twelve men killed, and ſeveral wounded. The privateers had ſix men killed, and many wounded.

The Grand Turk, Captain Kerby, took, after a ſmart engagement, the Terragone privateer of St Malo, of twenty-four guns, and one hundred and twenty men.

The Edinburgh, Eagle, and Nottingham, took the Bellona of Nantz, bound for the Eaſt Indies, of thirty-ſix guns, and three hundred and forty men. She was purchaſed by Government, and added to the Royal Navy.

The Falkland, Captain Barradel, took the Tyger privateer of St Malo, of twenty-ſix guns, and two hundred and twenty men.

The Amazon and Grand Turk, took the Loup privateer of St Malo, of eighteen guns, and one hundred and ten men; formerly his Majeſty's ſloop of war, the Wolf.

The Hampton-Court, Captain Moſtyn, in company with ſome other ſhips, took the Comte de Lowendahl privateer of Dunkirk, of twenty guns, and one hundred and ſeventy-five men; alſo the Neptune of Rouen, from Martinico. And in December, they made a prize of the Grand St Juan privateer of St Sebaſtians, of twenty guns, and two hundred and twenty men; with the Thetis, a privateer of Bayonne, of eighteen guns, and two hundred and forty-five men.

The ſquadron under Admiral Anſon, took the Mary Magdalene privateer of St Malo, of twenty-ſix guns, and three hundred and four men. She had on board fifteen ranſomers for prizes ſhe had taken.

The South Sea Caſtle, and Solebay, commanded by Captains Craven and Vaughan, being on a cruize off Cape Clear, retook the Lewis ſnow, from Ireland to the Weſt Indies, which had been taken by a French privateer, retaken by a Britiſh letter of marque, and again taken by a Spaniſh privateer: alſo the Prophet Royal of eight guns, homeward bound from Cayennne, and the Alexander privateer of Bayonne, of twenty carriage-guns, twenty ſwivels, and two hundred and forty men; retaking likewiſe a brig from Liverpool.

The Surprize, Captain Webb, and Jamaica ſloop, Captain Arbuthnot, took, after a deſperate engagement of ſeven hours, the Superbe, of ſix hundred and fifty tons, thirty-ſix guns, nine and twelve pounders, and one hundred and thirty-ſix men, bound from St Malo for Cadiz and the South Sea, valued at 70,000 l. The enemy had twenty-eight men killed, and thirty-ſeven wounded. The Surpriſe had five men killed, and ſeven wounded. The Jamaica had only one wounded.

The Glouceſter, Captain Durell, took the Two Crowns, a privateer of St Malo, of twenty-four guns, and two hundred and ſeventy-ſix men. She alſo took the St Clair, a French privateer of twenty-two guns.

The Maidſtone, the Honourable Captain Keppel, took the Revenge privateer of Granville, of twenty-two nine pounders, and two hundred and thirty men. He alſo took ſeveral French Weſt India ſhips; but, in chaſing a French privateer on the coaſt of Bretagne, in the month of Auguſt, the Maidſtone ſtruck on a rock, and was loſt. The Captain and crew were made priſoners, and ſent to Nantz.

The Falcon ſloop, Captain Campbell, in company with the Glouceſter, took, after a ſmart action, the Lightning priva-

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teer of Bayonne, of twenty-four guns, and two hundred and ſixty-five men.

The Flamborough and Roſe, commanded by Captains Porter and John Montagu, took, in the North ſeas, the Louis XV. and the St David, two ſtout French privateers; alſo two ſmall French privateers, with ranſomers on board, to the amount of 2405 l. and one hundred priſoners.

Admiral Hawke having given the command of the Viper ſloop to Lieutenant Robert Hay, in room of Captain Roddam promoted, he ſoon after fell in with, off Uſhant, the Hector, a French South Sea ſhip, of ſix hundred tons, twenty-eight guns, and fifty-ſix men, when, after a bloody engagement of an hour and a half, ſhe ſtruck; Mr Hay, and moſt of his officers being killed. There were found treaſure and plate on board to the amount of only between 6000 and 7000 l.; ſhe having landed about 200,000 l. at the Canaries.

The Bellona, the Honourable Captain Barrington, on the 18th of Auguſt, about three leagues weſt of Uſhant, took, after an action of two hours and a half, the Duc de Chartres, a French outward bound Eaſt India ſhip, of ſeven hundred tons, thirty guns, and one hundred and ninety-five men, laden with proviſions and military ſtores to a great amount.

The Dover, Captain Shirley, took, after a ſharp engagement, on the 13th of September, the Renommée, a French ſhip of war, of thirty-two guns, and three hundred men, having on board M. de Conflans, going to his government of St Domingo. She was purchaſed, and added to the Royal Navy. He alſo took, after an engagement of three hours, the Jean Frederic privateer of St Malo, of twenty-two guns, and two hundred and twenty men.

The Hampſhire, Captain Daniel, took the Caſtor, a French frigate of twenty-eight guns, and two hundred and eleven men: ſhe was one of M. de Letendeur's ſquadron, but having parted company the night of the engagement, was returning to Breſt. Alſo, the Heureux, a privateer of Bayonne, of ſixteen guns, and one hundred and ſixteen men.

The Hampſhire, in company with the Bridgewater, Captain Thomas Knowler, took the Tourterelle, a privateer of Granville, of fourteen guns, and ſeventy-four men.

The Bridgewater took, after a cloſe engagement of two hours, the Jaſon privateer of Bayonne, of ſixteen eight-pounders, (but pierced for twenty) and two hundred and ſeven men. The Captain of the privateer, and twenty-four of his men, were killed, and thirty-five wounded. The Bridgewater had two men killed, and eight wounded.

The Fly ſloop, Captain Patrick Baird, took, after an obſtinate engagement, the Happy Return, a dogger privateer of Honfleur, of ten carriage, and ſix ſwivel guns, and eighty-five men. Captain Baird was badly wounded in the thigh by a double-headed ſhot, and his chief mate was killed. For Captain Baird's gallant behaviour, he was promoted to the command of the Rainbow.

The Fortune ſloop, of ten carriage and fourteen ſwivel guns, and one hundred and ten men, commanded by Captain Edward Jekyl, ſtationed to protect the fiſhing off Yarmouth, was chaſed, on the 2d of June, ten leagues eaſt of Yarmouth, by five French privateers, viz. the Charron, of ten guns, eight ſwivels, and eighty-five men; the Subtile, of eight guns, eight ſwivels, and ninety-five men; the King David, of four guns, ſix ſwivels, and fifty men; the Fly, of four guns, eight ſwivels, and thirty-ſix men; and the St Louiſe, of four guns, ſix ſwivels, and forty men. Captain Jekyl ſtood from them till he had got the ſloop ready for action, then tacked and weathered them; on which they all ran away different courſes. He purſued the Charron, being the largeſt; and, after a chaſe of nine hours, took her. Captain Jekyl was ſoon after promoted to the command of the Lion.

The Centurion, Captain Peter Denis, eſcorting ſome homeward bound Eaſt India ſhips, and the trade from Liſbon; on the 19th of October, fell in with ſeven ſail of the French Weſt India fleet, which had fled from Admiral Hawke, and took three of them. On the 20th, he ſaw eight more of the ſame fleet, of which he took four: and, on the 30th, he retook a Britiſh veſſel coming into Morlaix.

The Britiſh privateers, this year, were not leſs ſucceſsful than the ſhips of war. Their principal captures were:—The Kingſton, Cumberland, and Hardwicke privateers, under the command of Commodore Acton, who took a Dutchman from the Canaries, having on board 60,000 l. (part of the money landed there by the Hector, before ſhe was taken by the Viper ſloop), alſo four hundred hogſheads of ſugar.

The Prince of Orange privateer, took the Maria Catherina from the Canaries for Hamburgh, with ſixty thouſand ducats of the above-mentioned treaſure.

The Royal Family privateers, under the command of Commodore Walker, took two rich Spaniſh galleons, outward bound. One of them, called La Nympha, mounted thirty-ſix guns, had a crew of three hundred and fifty men, and was valued at 180,000l. This veſſel had the misfortune to be wrecked in a violent gale, on the coaſt of Suſſex; but the treaſure and valuable effects were ſaved.

The Tyger and Tygreſs privateers of Briſtol, the former of which was commanded by Captain Seix, fell in with the Conquerant, a Spaniſh privateer of twenty guns, and two hundred and twenty men; and two French privateers, one of twenty-ſix, and the other of twenty guns; whom, after a deſperate engagement, they compelled to ſtrike. The merchants of Briſtol preſented Captain Seix with a valuable piece of plate for this important ſervice.

In the courſe of this year, the loſſes ſuſtained by the Britiſh navy, were very trifling; amounting only to the capture of the Hornet ſloop of war, and the Louiſburg fire-ſhip. This laſt was commanded by Captain De la Motte, who made a moſt gallant reſiſtance, and who was dangerouſly wounded in the action.

The Whitehaven ſloop of war, commanded by Captain Scroop, accidentally took fire, off the coaſt of Ireland, and was conſumed: the crew, except ſeventeen, ſaved themſelves in the boats.

In July, the Maidſtone, commanded by the Honourable Auguſtus Keppel, having ſailed too near the French coaſt in purſuit of a privateer, ſtruck on a rock, and was wrecked. The crew were ſaved, and carried priſoners to Nantz.

The following is an exact ſtate of the number of prizes taken by the Spaniards, French, and Britiſh, in America, &c.

and Europe; in which are included, ſhips of war and privateers.

		Ships.
Taken by the Spaniards in America,	89	
Ditto, in Europe	42	
		131
Ditto, by the French in America and Aſia,	194	
Ditto, in Europe,	226	
		420
Total by Spaniards and French,		551
Taken by the Britiſh in America from the Spaniards,	55	
Ditto, in Europe,	36	
		91
Ditto, from the French in America,	143	
Ditto, in Europe,	413	
		556
Total from the Spaniards and French,		647
Number taken by ditto,		551
Balance in favour of the Britiſh,		96

Excluſive of upwards of fifty barks taken and deſtroyed.

1748.

The Miniſtry, from ſeveral wiſe conſiderations, having adviſed his Majeſty to exerciſe his prerogative, by diſſolving the Parliament twelve months ſooner than the time of its legal diſſolution; this was accordingly done, June 8th 1747, and a new Parliament immediately ſummoned. The great naval victories gained over France in the courſe of laſt year, did not make Adminiſtration the leſs deſirous of peace, whenever it could be obtained on fair and equitable terms. Sir John Ligonier,

gonier, who was made a priſoner at the battle of La Felt, being introduced to Louis XV. the King expreſſed a ſtrong deſire to conclude the war, in which his naval ſtrength had ſuffered much, and in which many of his commercial ſubjects had been ruined. A congreſs was ſoon after agreed to be held at Aix-la-Chapelle; and his Majeſty appointed the Earl of Sandwich, and Sir Thomas Robinſon (afterwards Lord Grantham) to be his Miniſters Plenipotentiaries there; and as all the Belligerent Powers ſeemed fraught with pacific diſpoſitions, and heartily tired of the war, no doubt was entertained but that their negociations would be attended with ſucceſs, and peace ſpeedily reſtored to Europe.

The new Parliament met, after ſeveral prorogations, on the 10th of November; and the Commons being commanded by the King to chooſe a Speaker, and preſent him on the 12th; they, on that day, preſented Arthur Onſlow, Eſq; as their Speaker. His Majeſty, after ſignifying his approbation of their choice, made a ſpeech to both Houſes, in which he congratulated them on the ſucceſſes of his Navy over that of his enemies; but informed them, that the operations of the campaign in the Low Countries had not ended in an equally fortunate manner: that the alteration made in the form of government in the United provinces, would be productive of the moſt ſalutary effects to this country: that a congreſs would ſoon be opened at Aix-la-Chapelle, to concert the means of reſtoring a general peace; and that the ſure means of obtaining good terms, and of preventing any power whatever from dictating conditions to us, was, to be ready to carry on the war with vigour, in caſe our endeavours to reſtore peace ſhould prove ineffectual.

The addreſſes returned by both Houſes, were loyal and proper; the voice of oppoſition was ſcarcely heard; and the powerful aid Adminiſtration received from Mr William Pitt, and Mr George Lyttleton, made all their meaſures proceed with facility in the Houſe of Commons, who, this year, diſplayed a liberality in their grants, that muſt have given all Europe a very grand idea of our reſources, eſpecially after being engaged in an expenſive war for more than nine years.

In the courſe of this Seſſion of Parliament, there was voted 2,080,000 l. for forty thouſand ſeamen for the current year, including ordnance for the ſea ſervice; 208,827 l. 9 s. 9 d. for the ordinary of the Navy, &c.; 10,000 l. to Greenwich Hoſpital; 10,000 l. towards building a naval hoſpital near Goſport; 91,496 l. 16 s. 3 d. for freight of tranſports laſt year; 1,000,000 l. towards paying off the Navy debt; 507,629 l. 17 s. 2 d. for the office of ordnance for land ſervice, and for extraordinary expence of the office of ordnance for land ſervice, not provided for by Parliament; 1,267,376 l. 15 s. 9 d. for the payment of forty-nine thouſand nine hundred and thirty-nine land forces; 35,034 l. 14 s. 1 d. for the payment of the land forces in garriſons and plantations; 106,089 l. 19 s. 7 d. for the payment of eleven thouſand five hundred and fifty marines; 1,743,315 l. 14 s. 7 d. for the payment of ſubſidies to the Empreſs Queen of Hungary, the Empreſs of Ruſſia, the King of Sardinia, the Electors of Mentz and Bavaria, and for the forces of Hanover, the Landgrave of Heſſe-Caſſel, and the Duke of Brunſwick-Wolfenbuttle; 500,000 l. to his Majeſty upon account, for enabling him to carry on the war. The ſums granted by Parliament this Seſſion, amounted to 9,660,168 l. 18 s. 4 d., and this excluſive of the ſum of 235,749 l. 2 s. 10 d. for reimburſing the expences incurred by the American Colonies in taking the iſland of Cape Breton in 1745[*]. Such was the flouriſhing ſtate of the Britiſh finances, that Parliament voted 20,000 l. to complete Weſtminſter Bridge, and 152,037 l. 12 s. 2 d., to make reaſonable and ample ſatisfaction to the ſeveral proprietors of heritable juriſdictions and offices in Scotland; making the ſum granted by Parliament, this year, amount to 10,067,955 l. 13 s. 4 d.

The

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	L.	s.	d.
To the province of Maſſachuſet's Bay,	183,649	2	7
New Hampſhire, —— ——	16,355	13	4
Colony of Connecticut, — —	28,863	19	1
Rhode Iſland, — — —	6,332	12	10
To James Gibſon, Eſq; —— ——	547	15	0
	L. 235,749	2	10

With the above money Rear-Admiral Sir Peter Warren, K. B. and Mr Bollan, agent for the New England colonies, purchaſed 650,000 ounces of foreign ſilver coin, and ten tons of copper, and ſent them to Boſton in New England in the Mermaid ſhip of war, Captain Montagu, in July 1750.

The Earl of Cheſterſield, that ornament to his country, was, on account of his loſs of hearing, neceſſitated to reſign the ſeals as Secretary of State; and in this office he was ſucceeded by the Duke of Bedford, whoſe place of Firſt Lord of the Admiralty was beſtowed on the Earl of Sandwich; and the Earl's ſeat at the Admiralty Board given to the Honourable John Stanhope. In May, his Majeſty was pleaſed to order a promotion of flag-officers, which, with thoſe already on that liſt, made the Admirals rank in the following order:

Admiral of the Fleet.

Sir John Norris, Knt.

Admirals of the White.

Sir Chaloner Ogle, Knt.
James Steuart, Eſq;
Hon. George Clinton.
*William Rowley, Eſq;

Admirals of the Blue.

William Martin, Eſq;
Iſaac Townſend, Eſq;
*Lord Vere Beauclerk
*George Lord Anſon.

Vice-Admirals of the Red.

*Perry Mayne, Eſq;
*Sir Peter Warren, K. B.
*Hon. John Byng.

Vice-Admirals of the White.

*Henry Oſborne, Eſq;
*Hon. Fitzroy Henry Lee.
*Thomas Smith, Eſq;

Vice-Admirals of the Blue.

*Thomas Griffin, Eſq;
*Sir Edward Hawke, K. B.

Rear-Admirals of the Red.

*William Chambers, Eſq;
*Charles Knowles, Eſq;

Rear-Admirals of the White.

*Hon. John Forbes.
*Hon. Edward Boſcawen.

Rear-Admiral of the Blue.

*Charles Watſon Eſq;

Thoſe marked thus *, were the Admirals promoted on this occaſion.

Many of the moſt valuable prizes taken from the French and Spaniards this war, were inſured at London. This was of the greateſt prejudice to Great Britain; and had proved the ſole cauſe of preventing the enemy's commerce from being in a great meaſure annihilated, and a total bankruptcy from taking place among their merchants; circumſtances, which, however ſevere on individuals, might perhaps have compelled both nations much ſooner to ſeek for peace than they did.

In the courſe of this Seſſion, Parliament very wiſely paſſed an act to prohibit ſuch inſurance being made for the future; which proved of great ſervice in forwarding the negociations for peace. When his Majeſty cloſed the Seſſion of Parliament on the 18th of May, he informed them, that the preliminary articles for a general peace were actually ſigned at Aix-la-Chapelle, by the Miniſters of Great Britain, France, and the United Provinces; and that the baſis of this treaty was a reciprocal reſtitution of all the conqueſts made during the war. The King having appointed a Regency, ſet out, immediately on the riſing of Parliament, on a viſit to his German dominions, being eſcorted acroſs the ſea by a ſquadron commanded by Lord Anſon. The negociations for peace, however, did not in the leaſt retard the operations for war. As ſhips of war were launched or repaired, they were immediately put in commiſſion; ſtrong convoys were appointed to eſcort the trading ſhips to their reſpective deſtinations; and ſquadrons were ſent to cruize at different times under the command of Admirals Warren, Hawke, and Chambers. The Honourable Commodore Townſend relieved Commodore Mitchell on the coaſt of Flanders; Vice-Admiral Byng continued to command in the Mediterranean; as did Commodore Pocock at the Leeward Iſlands, and Rear-Admiral Knowles at Jamaica. Rear-Admiral Boſcawen having been ſent out the preceding year to take the command of his Majeſty's ſhips in the Eaſt Indies; we ſhall now draw the attention of the reader to that quarter of the world.

EAST INDIES.

That part of the French ſquadron which left Pondicherry in February 1747, proceeded to Goa, on the coaſt of Malabar, and in October failed for the iſland of Mauritius, where they joined a ſmall reinforcement of ſhips from France, viz. one of fifty, and two of forty guns. The two latter had been in India, and, while there, made prize of a Britiſh Eaſt India Company's ſhip, in ſight of the iſland of Bombay; but by the vigilance and happy preſence of mind of the Governor of that place, the prize was rendered leſs valuable to the captors than ſhe otherwiſe might have been; for, knowing the ſhip to have a large quantity of treaſure on board, and ſeeing the ſuperior force with which ſhe was attacked, he diſpatched two fiſhing-boats, who came up with her in the very heat of action, the ſmoke of which greatly favoured the deſign; by which means, the treaſure was got into the boats, and conveyed ſafely aſhore: the veſſel then ſubmitted to the enemy.

The ſquadron under Admiral Griffin was joined in Fort St David's road, by three ſhips from England; ſo that it now conſiſted of three ſhips of ſixty, three of fifty, three of forty, and one of twenty guns. This laſt the Admiral had ſent out on a cruize; but ſhe rejoined the fleet on the night of the 9th of June; her Captain bringing advice, that he had ſeen ſeven large ſhips to the ſouthward, which he ſuppoſed to be the French ſquadron. The Admiral being on ſhore, it was the 10th, in the morning, before he got notice of this intelligence. At this time, the rudder of the Eltham was unhung, ſeveral of the officers of the ſquadron on ſhore, the men ſickly, and many of them in the hoſpital of Fort St David. The Admiral immediately called a Council of war, wherein it was unanimouſly reſolved to ſail and attack the enemy, as ſoon as the Eltham's men could be diſtributed among the ſquadron. The enemy appeared about three in the afternoon; and though the men were all diſtributed by five, yet it was eleven o'clock before the Admiral made the ſignal for the ſquadron to get under way; nor did he ſend a frigate to watch and give him notice of the enemy's motions, although ſome of the Captains obſerved to the Admiral that they thought this would be a proper meaſure.

It is neceſſary to obſerve here, that during the ſouthern monſoon, the wind blows conſtantly from the ſouth-weſt, in all parts of the Bay of Bengal, except to the diſtance of ten or fifteen leagues from the land, where it changes generally in twenty-four hours, blowing a part of this time from the ſouth-eaſt, and, during the remainder, from the land at ſouth-weſt. The land-wind generally riſes about midnight, and laſts till noon: but it is not always confined to this interval; for, ſome days, it continues until the evening; and at other times, when very ſtrong, blows for three or four days without interruption. The ſea-wind very ſeldom continues more than twelve hours, and is generally preceded by a ſhort interval of calm. During the ſouthern monſoon, the currents, as well near the land as out at ſea, drive ſtrongly to the northward.

A ſhip, during the ſea-wind, cannot gain any way to the ſouth; for the ſea is then rough, and the wind ſeldom inclines to the eaſt of the ſouth-eaſt point. But as the land-wind often veers to the weſt point, and always renders the ſea ſmooth within ſight of the coaſt; ſhips bound to the ſouthward make ſome progreſs during this wind, and either drop anchor to maintain their ground, if they are near the ſhore when the land-wind fails; or if they are at ſome diſtance, they continue under ſail, and with the ſea-wind come near the ſhore, where they are ready to avail themſelves again of the land-wind, as ſoon as it ſets in. By theſe operations, a veſſel that ſails well, ſometimes gets ten or fifteen miles to the ſouthward in a day; but it is not uncommon to ſee others employed a month in getting only a hundred miles to the ſouthward.

It was noon on the 10th of June, when the French ſquadron was diſcerned in the ſouth-eaſt point: the ſea-wind was ſet in, and they were ſailing directly before it towards Fort St David. From the poſition in which the Britiſh ſquadron then were, viz. at anchor to leeward, and near the land, it was utterly impoſſible for them to get nearer the enemy, as long as the ſea-wind continued; for had they weighed anchor immediately, the neareſt courſe they could have made, would have been to the north-eaſt, which would very ſoon have carried them to leeward of Pondicherry. Admiral Griffin therefore determined not to weigh anchor till night, when the land-wind ſhould ſet in: in the interval, the officers and men on ſhore, and fit for duty, were ordered to join their reſpective ſhips. By four in the afternoon, the French ſquadron had got within three leagues of the road, when they altered their courſe, and plied to the ſouth-weſt. This manœuvre induced the Britiſh to believe that the enemy kept to windward with a deſign to gain Pondicherry at all events. Admiral Griffin made the ſignal for the ſquadron to weigh about eleven o'clock at night; and about midnight put to ſea with the land-wind, endeavouring to keep in the latitude of Fort St David; and in the morning ſhortened ſail, in expectation every minute of ſeeing the enemy again to the ſouth; but, before the evening, the ſquadron fell to leeward of Pondicherry, when Admiral Griffin finding his expectations deceived, made all the ſail he could for Madras road, in hopes of meeting the enemy's ſquadron there: he reached it the next evening, but was again diſappointed, no French ſhips being there.

M. de Bouvet, Governor of the iſle of Bourbon, a good officer, and an experienced mariner, commanded the French ſquadron: he obtained information, from the ſettlement of Karrical, of the ſuperiority and poſition of the Britiſh ſquadron, and when he got ſight of them in Fort St David's road, he endeavoured to conceal his real deſigns as much as poſſible, ſeeming by his manœuvres as if he did not mean to fly from the Britiſh ſquadron, but wait for them next morning. As ſoon as night ſet in, however, he changed his courſe, and, with a preſs of ſail, made for Madras, where he arrived in the morning of the 11th of June: here he landed four hundred ſoldiers, and 200,000 l. in ſilver, which had been ſent from France to the Mauritius for the uſe of the Governor and Council at Pondicherry. Having accompliſhed the intent of his voyage to the coaſt of Coromandel, he immediately put to ſea on his return to the iſlands, before the Britiſh ſquadron appeared in ſight of Madras. While Admiral Griffin was abſent from Fort St David in purſuit of the French ſquadron, the enterprizing M. Dupleix made ſome attempts on the Britiſh poſts in its neighbourhood; but, by the activity of the gallant Major Lawrence, he was repulſed with conſiderable loſs, and obliged to retreat to Pondicherry.

The fitting out of the armament under Rear-Admiral Boſcawen, was not conducted with the ſecrecy with which it ought to have been done; ſo that the enemy ſent very early intelligence to M. Dupleix, of its force and deſtination, who loſt no time in making every ſort of preparation to defeat the deſign of the expedition. Admiral Boſcawen left England in November 1747; (for an account of whoſe naval force, ſee Note 57.) He eſcorted eleven of the Company's ſhips, which ſerved as tranſports and ſtore-ſhips: on board of theſe were fifteen hundred ſoldiers. He arrived at the Cape of Good Hope, the latter end of March: here he was joined by ſix ſhips belonging

ing to the Dutch Eaſt India Company, having on board four hundred ſoldiers. Thus reinforced, he left the Cape the 18th of May, and ſteered for the iſland of Mauritius, which he had orders to attack, on his way to the coaſt of Coromandel. After a tedious voyage of thirty-five days, replete with croſs accidents, the ſquadron got ſight of the iſland of Mauritius, (See Note 57.) at day-break of the 23d of June: when three of the Dutch ſhips, which had ſeparated from the fleet in bad weather, were miſſing.

As the fleet neared the land, Admiral Boſcawen conſulted with his Captains reſpecting the moſt proper courſe to ſteer in going in; when it was determined to run between Long Iſland and the Gunner's Coin; the ſhips of war to lead in a line of battle, and the India ſhips to follow them. In this manner they proceeded; and the greateſt part of the fleet anchored that night in Turtle-bay, between the river of that name and Tomb-river, about two leagues eaſt of the harbour. The remainder followed next day, having been fired at, as they coaſted along ſhore, from two faſcine batteries of ſix guns each, but which did not in the leaſt hurt them. Only two places could be diſcovered where a deſcent ſeemed practicable: the reſt of the ſhore could not be approached, without the greateſt danger from the rocks, and the great ſwell of the ſea. The notice which the enemy had long received of the intended attack, had made them guard and fortify every bay and inlet with the greateſt ſkill, where they thought it was poſſible for an enemy to land.

At day-break, on the 24th, they began firing on the ſquadron from ſeveral faſcine batteries. As they were ſeen buſily employed throwing up intrenchments, and at work in a wood oppoſite to where the fleet lay at anchor, the Pembroke, which was neareſt in, was ordered to fire and diſturb them; while the Deal Caſtle was ſent with the principal engineers, and ſome artillery officers, to run along ſhore, reconnoitre the coaſt, and try to find out a place where the troops could be diſembarked. On their return, they reported to the Admiral, that, while on this duty, they had been fired at from eight different batteries, as well as from the forts at the entrance of the harbour: that a large ſhip, with two tier of guns, lay with her broadſide acroſs the mouth of the harbour, where were thirteen other large ſhips, fitted, or fitting for ſea: that they thought it impracticable to land troops any where to the eaſt of the harbour, on account of the thickneſs of the woods, which came down cloſe to the ſea; and that the moſt likely place to make good the landing, was beyond the great river to the ſouth of the town. As ſoon as it was dark, the maſters of the line of battle ſhips were ſent in the barges to ſound all along that part of the coaſt, and report if a landing was practicable at the place propoſed. They reported, That it was impoſſible to land the forces there, as there was a reef of rocks, which run all along, about twenty yards from the ſhore; but that it might be attemped at the river's mouth, right againſt where the fleet lay, and not at the harbour, where the channel was not above one hundred fathoms wide, and at which place it would be very difficult to get in, as the wind always blows right out.

On this, the Admiral called a Council of the principal ſea and land-officers, in order to lay before them theſe reports, and his inſtructions, ſo far as they related to the attack on the Mauritius; as alſo to conſult with them what was beſt to be done. It was there reſolved, as they were ignorant of the ſtrength of the enemy, to ſend three ten-oared boats, under the command of Major Cuming, to land in the night, and to endeavour to ſurprize, and make ſome priſoners, from whom they might obtain the information they wanted: this was tried, but without ſucceſs. Next morning (the 25th of June) the Admiral again aſſembled the Council of war, when they came to the reſolution, That the attack of the iſland would be attended with the loſs of ſo many men, and of ſo much time, that the armament might loſe the opportunity of undertaking the ſiege of Pondicherry; which, from the Rear-Admiral's inſtructions, he was directed to conſider as the principal object of the expedition under his command. They therefore reſolved to proceed directly to the coaſt of Coromandel, that the ſea and land-forces might arrive in proper time to act, before the ſetting in of the autumnal monſoon.

From what has ſince been learned, there remains little doubt, but that, had the projected enterprize againſt this iſland been put in practice, it would have ſucceeded. The force the enemy had to defend the place, was very inconſiderable, when compared with that which came againſt it; for they could place no kind of dependence on their armed Caffres.

Admiral Boſcawen was well known to be a moſt active officer; and not more remarkable for his bravery, than for his indefatigable exertions to prevent uſeleſs procraſtination. As far as depended on him, no delay was made at the Cape of Good Hope, than what was abſolutely neceſſary to refreſh the armament under his command after ſo long a voyage, and to provide ſuch things as were needful for the ſervice on which they were going. The Admiral likewiſe expected, that the Dutch would increaſe his military force, with a detachment of their troops; and he, no doubt, had orders to wait until they joined him. Here, too, the Admiral expected to obtain complete information, concerning the French iſlands of Mauritius and Bourbon, as to the number of regular troops, the fortifications, harbours, militia, roads, &c.: in this, however, he was much diſappointed. But no excuſe can be found for the principal ſervants of the Eaſt India Company, in neglecting to ſend from India, a veſſel to meet the Admiral at the Cape of Good Hope, with ſome well-informed perſons on board, to acquaint him with many important particulars; ſuch as, that it was practicable to attack the harbour itſelf with the ſhips only. The ſouth-eaſt trade-wind blows with leaſt force about ſun-riſe; and it generally happens, four or five days in the courſe of a month, that, early in the morning, this wind ceaſes on the northern part of the iſland for an hour or two, during which, a breeze riſes, although faintly, from the north-weſt. Now, a ſhip ſtationed at the entrance of the channel, availing herſelf of this breeze, might enter the harbour under ſail. The forts and batteries were not capable of ſtanding many hours againſt the fire of ſo many ſhips of the line as Admiral Boſcawen had with him on this ſervice.

As ſeveral of the ſhips were ſhort of bread and water, they were ſupplied from ſuch of the reſt as could beſt ſpare thoſe articles. This work took up near two days; ſo that it was the 27th of June before the fleet left the iſland; when the Dutch auxiliaries (now joined by one of the ſhips that had parted company) quitted the Britiſh, and ſailed for Batavia.

Admiral Boſcawen proſecuted his voyage by the neareſt courſe between the iſlands and ſhoals that lie to the north of Mauritius; and, on the 29th of July, arrived at Fort St David, on the coaſt of Coromandel, where he found the ſquadron under Vice-Admiral Griffin, who reſigned the command to him. The Vice-Admiral, ſoon after, ſailed in the Princeſs Mary, accompanied by the Wincheſter, Pearl, and Medway's Prize, for Trincomalé; whence, in the month of January, he proceeded to England.

When the two ſquadrons formed a junction, they exhibited the greateſt marine force that had ever been ſeen in India. The Company's ſhips were numerous, and moſtly fitted for war: theſe, with the formidable body of European troops deſtined to act in concert with them, filled every mind attached to the Britiſh intereſt with the higheſt expectations; and all thought that the time was now come, when Pondicherry would compenſate for the loſs of Madras.

The land forces deſtined to act under the orders of Rear-Admiral Boſcawen, were as follows:

	Men.
Twelve independent companies brought from England,	1200
Marines belonging to the ſquadron, — —	880
A battalion of infantry belonging to the Eaſt India Company, — — — — —	750
Company's artillery, — — —	70
Dutch auxiliaries from Negapatnam, — —	120
Seamen ready to be landed from the ſquadron, who had been taught the uſe of ſmall arms, —	1100
Sepoys belonging to the Eaſt India Company, —	1100
Total,	5220

The Nabob Anwar adean Khan, who ever kept fluctuating from ſide to ſide, as he found the Britiſh or French become moſt powerful, ſent a body of two thouſand horſe, to join the army going to beſiege Pondicherry. The battering cannon, mortars, ſtores, and implements neceſſary for carrying on the ſiege, were put on board of ſhips, and proceeded with the ſquadron, which anchored two miles ſouth of the town. Admiral Boſcawen delegated the command of the ſquadron to Captain Liſle, while he conducted the operations of the land forces on ſhore.

All neceſſary preparations having been made, the army was put in motion on the 8th of Auguſt; the Admiral having, ſome days before, detached Captain Powlett in the Exeter, accompanied by the Cheſter, Pembroke, and Swallow ſloop, with orders to block up the place by ſea, and to take the ſoundings, that he might know with preciſion how nigh the ſhips could approach the town with ſafety. The army continued their march on the 8th and 9th, without ſeeing any thing of the enemy. On the 11th, however, they made a ſhew with about three hundred foot, and ſome horſe, as if they meant to defend an intrenchment they had thrown up; but, on the approach of our troops, they abandoned it. This poſt might eaſily have been maintained; it was ſituated cloſe to a ſmall river; and about a mile from it, on the other ſide of the river, was the fort of Ariancopang, built on the ſide of a ſtream from whence it takes its name. Of this laſt-mentioned place, the Admiral could obtain no certain account; ſo very little pains had the principal ſervants of the Company taken to furniſh the neceſſary information for directing the Admiral in his operations, and inſuring ſucceſs to the enterprize.

A deſerter, who probably had been ſent with an intention to deceive, came in and reported, that the place was of no great ſtrength, being defended by one hundred men only. This intelligence the Admiral did not rely on, but ordered the place to be reconnoitred, before it ſhould be attacked. The principal engineers who had been ſent on this ſervice, reported, that the body of the place was of little ſtrength; but that the enemy had thrown up, a few yards in front of the fort, an intrenchment, which muſt firſt be ſtormed, after which, the fort might be eaſily taken. As it was deemed neceſſary to reduce this place, before the ſiege of Pondicherry could be formed, the Admiral, on this report, ordered a detachment of ſeven hundred men, being the grenadiers and piquets of the army, to attack the place at day-break on the 12th. They accordingly marched up with the greateſt reſolution, to what they believed an out-work; but, on a nearer approach,

proach, they diſcovered that what they took for an intrenchment, was only a heap of ruins; a few yards behind which, lay the fort of Ariancopang, which they fatally found of much ſuperior ſtrength to what had been reported; being fortified with a cavalier at each of the angles, a deep dry ditch full of pit-falls, and a covered-way. Such formidable defences it was utterly impoſſible to carry by aſſault, with troops ſo unprepared as ours were for ſuch a ſervice. Inſtead, however, of retreating inſtantly on diſcovering how ſtrong the place was, and how unequal they were to the taſk of taking it, they perſevered in the attack, although evidently to no manner of purpoſe; for they were expoſed to a very warm fire of ſmall arms and cannon loaded with grape-ſhot, and that ſo near, that almoſt every ſhot took place. A retreat at laſt became neceſſary; but, ere this could be accompliſhed, we loſt, in killed and wounded, about one hundred and fifty men, and ſome of the beſt officers of the army. Major Goodere of the artillery, who commanded in this unfortunate attack, was mortally wounded: this was a loſs the army could but ill ſuſtain, as he was the the perſon on whom Admiral Boſcawen chiefly relied, for conducting his operations againſt Pondicherry.

In the afternoon, the detachment of eleven hundred ſailors from the ſquadron, under the command of Captain Lloyd, landed and joined the army. The check before Ariancopang greatly depreſſed the ſpirits of the troops, and damped thoſe hopes of ſucceſs with which they were fluſhed when they left Fort St David. But, the attack againſt it being reſolved to be carried on, the battering-cannon were landed from the fleet.

M. Dupleix was highly ſenſible, that it was of the greateſt conſequence to him, to gain time at this ſeaſon of the year. In order, therefore, to protract the operations of the beſiegers as much as poſſible, he reſolved to defend the fort of Ariancopang to the utmoſt. The garriſon conſiſted of one hundred Europeans, three hundred Sepoys, and a troop of ſixty European cavalry. Theſe laſt encamped near the fort, on the oppoſite ſide of the river which runs to the north, and cloſe to the walls of the fort of Ariancopang. The enemy had erected a battery of heavy cannon, to retard, as much as poſſible, our approaches to the fort. To oppoſe and ſilence which, the

Britiſh engineers erected a battery in the plain on the ſouth ſide of the river; but ſo little pains had been beſtowed in reconnoitring the ſituation, that when it opened at day-break next morning, its fire was found of no effect; it being intercepted by a thick wood which lay directly between our battery and that of the enemy. The officers of artillery now offered their ſervices to erect another battery, which they completed in leſs than twenty-four hours; and, for its greater ſecurity, threw up before it an intrenchment, in which a large detachment of ſoldiers and ſailors were poſted. This battery opened with conſiderable effect, and the cannonading continued on both ſides for ſeveral hours; during which, the enemy's Sepoys kept up an irregular fire of muſquetry on the intrenchment, at the diſtance of four hundred yards, with very little execution. But unluckily ſome of their ſhot happening to kill a man in the intrenchment, and the enemy at the ſame time making a ſally with ſome infantry and all their cavalry, our troops were ſeized with ſuch a panic, that, in ſpite of the ſtrongeſt remonſtrances and efforts of their officers, they abandoned the works; which the enemy immediately took poſſeſſion of, and, with their cavalry, purſued the fugitives to the battery. Here, however, at the entreaties of the officers ſtationed there, our people made a ſtand; and, firing on the French cavalry, they killed ſix or ſeven of them, when the commanding-officer's horſe dropping alſo, the commandant was made priſoner; on which the enemy retired, but carried along with them Major Laurence, who commanded in the intrenchment, with ſome other officers, who would not follow their men when they took flight.

Regular approaches were now carried on for ſome days againſt the fort; when an accident happened to the enemy, on the 20th, by means of which, we gained poſſeſſion of the place much ſooner than was expected. This was by a large quantity of gun-powder taking fire in their battery, which blew it up, and near one hundred men were killed or diſabled by the exploſion. This diſaſter ſtruck the garriſon of the fort with ſuch a panic, that, in a few hours afterwards, they ſet fire to the chambers with which they had undermined the fortifications, and blew up the greateſt part of the walls and cavaliers, retreating

ing with the greateſt precipitation to Pondicherry. Poſſeſſion was immediately taken of the ruins of Ariancopang fort, and the fire extinguiſhed.

Inſtead of purſuing the enemy to Pondicherry while their panic was ſtrong upon them, a reſolution was taken to repair the fortifications, and eſtabliſh a poſt here; the engineers perſuading the Admiral, that this was abſolutely neceſſary, to prevent the enemy regaining poſſeſſion of it during the ſiege; as, from this ſituation, they might be enabled to intercept convoys, and otherwiſe haraſs the army. The 25th, the army marched and gained poſſeſſion of Oulagary, a village about two miles from Pondicherry, where the head-quarters were fixed, and the army encamped. The ſame evening, a detachment was ſent to attack the north-weſt redoubt of the Bound Hedge, which the enemy, after making a feeble reſiſtance, abandoned, notwithſtanding it was capable of making a ſtout defence, and might have coſt the beſiegers many lives, had they attempted to carry it by aſſault. Soon after this, the enemy withdrew all their garriſons from the other four redoubts, ſo that the Engliſh became maſters of the Bound Hedge.

The engineers in this ſiege, were almoſt ſolely to blame for its want of ſucceſs. The Admiral truſted to their ſkill in their profeſſion, and they do not ſeem to have poſſeſſed any. From their advice, the operations againſt the town were to be carried on by the north-weſt ſide; and, to render the communication between the camp and the fleet the more eaſy, the ſhips were ordered to the north of the town, where the cannon, mortars, and tools neceſſary for carrying on the ſiege were landed. This was attacking the place on the ſtrongeſt ſide; nor could the approaches be nearer than within eight hundred yards of the walls, as, between our works and the town, there was a deep moraſs, which the enemy, by means of ſome back-water, rendered a complete inundation. On the 30th, the engineers broke ground fifteen hundred yards from the walls, carrying on their operations in the moſt injudicious manner. On the 1ſt of September, the enemy made a ſtrong ſortie under the command of M. de Paradis. They divided their troops into two bodies, and attacked our trenches in two places. The largeſt of theſe parties received a fire, when cloſe to our works, which fortunately killed M. de Paradis; on which this party inſtantly retreated to the town, without waiting to know what became of their companions. The engineers, having failed to deſtroy ſome huts that were about one hundred yards in front of the ſecond parallel; of theſe the ſecond party took poſſeſſion, where they kept up for ſome time a galling fire on our people, and then advanced to ſeize the entrenchment. Some of the troops fell into diſorder; and the enemy had certainly carried their point, if Enſign Clive, afterwards Lord Clive, had not, at the head of his platoon, behaved with great bravery and preſence of mind. By his example, and by his exhortations to the men, they gave the enemy ſo well aimed a fire, that twenty of them dropped dead. The Frenchmen ſeeing them getting ready to repeat their fire, fled and took ſhelter in the aforeſaid huts, whence they ſoon after retreated into the town in great confuſion. The enemy, after this, made ſeveral ſallies, in one of which, they ſeized two pieces of heavy cannon on their way from the beach to the camp. A party was ſent to endeavour to recover them; but they unluckily fell into an ambuſcade laid for them, and were ſo roughly handled, that they were obliged to retreat; when the enemy entered the town in triumph with the guns. The approaches to the town went on very ſlowly: only two batteries of three guns each being raiſed about twelve hundred yards diſtant from the town, to check any future ſallies. The enemy were not idle, and opened two faſcine batteries; which incommoding the workmen in the trenches very much, our engineers were obliged to raiſe batteries to oppoſe them.

When the army firſt broke ground, the Baſiliſk bomb-ketch was ordered to bombard the town night and day; but in the ſpace of a few days, the enemy, who had been bombarding her, obtained her diſtance to ſuch exactneſs, that the ſhells falling very near her, ſhe was obliged to retire in the day-time for fear of being ſunk. After much labour, two batteries were finiſhed, viz. one of eight, and the other of four pieces of cannon, of eighteen and twenty-four pounders; a bomb battery of five large mortars, and fifteen royals; and another of fifteen cohorns. Theſe began playing the 26th of September; but they had been ſo long in preparing, that the enemy were enabled, by their efforts in the mean time, to return a ſuperior fire; for they not only opened ſeveral new embraſures in the curtain, but fired alſo from two or three batteries on the creſt of the glacis: their fire, in ſhort, was near double the ſtrength of the beſiegers. To remedy this as much as poſſible, and to draw the enemy's attention from the ſide on which the town was attacked, the Admiral determined to cannonade it on the ſide next the ſea.

In conſequence of this reſolution, Captain Liſle, during the night, had all the two-decked ſhips warped within the diſtance of a thouſand yards of the walls; the ſhallowneſs of the water hindering their nearer approach. When day broke, they began a moſt dreadful fire; but from the diſtance the ſhips were at, and the uncertainty of their aim from the motion of the ſea, it was ſoon perceived that the thunder of the ſquadron would not accelerate matters. The enemy were at firſt a good deal alarmed, and they detached ſeveral of their gunners to the ſide of the town oppoſed to the ſhips; but finding how very little damage they had ſuſtained from theſe ſhips, they truſted their defence on that ſide chiefly to their mortars. On the land-ſide their fire was augmenting every hour. The cannonading from the ſhips continued till evening; when the Admiral, ſenſible how much ammunition had been expended to no manner of purpoſe, ſent orders to Captain Liſle to draw the ſquadron out of reach of the enemy's fire in the night; but the ſea-breeze having ſet in, he could not, for the preſent, execute his orders; and the ſhips remaining in the ſame poſition they had been in the day before, at day-break, on the 28th, the cannonade recommenced from them, which was returned by the town with greater ſpirit than the preceding day. At noon, however, the wind changing, Captain Liſle was enabled to draw off the ſquadron. In this conflict, only two men on board the fleet were killed, viz. Captain Adams of the Harwich, and a common ſailor. The enemy gave out that their loſs conſiſted only of a poor old Malabar woman who was killed in the ſtreet.

Our approaches had now reached within eight hundred yards of the covered way; but on account of the inundation, they could advance no farther on this ſide; and the Admiral had not men to ſpare to begin a freſh attack on the other ſide of the town, neither was there time for it. Some new batteries were erected, and the former ones continued playing three days more; during which time the enemy had greatly increaſed their fire, and diſmounted nine pieces of our cannon.

The Admiral perceiving that our ſhot had made but little impreſſion on the defences of the place; that the troops were turning very ſickly, and the weather becoming ſtormy and wet, which indicated that the monſoon was at hand, he called a Council of war on the 30th of September. This Council having duly conſidered the ſtate of things, and knowing that the rains, when they firſt ſet in, occaſion all the low country to be overflowed, they were apprehenſive that the removal of the heavy cannon, mortars, ſtores, &c. might become impracticable; and further, that from the violent gales of wind, great danger might enſue to the fleet, if they remained on the coaſt. They were therefore unanimouſly of opinion, that the ſiege ought to be immediately raiſed; eſpecially as there were now near ſeven hundred men ſick, and the fleet, by far the moſt formidable part of the armament, could not be brought near enough to batter the town.

Several days were employed in reſhipping the cannon, mortars, and heavy ſtores, and deſtroying the batteries; in reſtoring the ſailors to their reſpective ſhips, and removing the ſick and wounded to the hoſpital ſhips. This being completed, the army began its retreat to Fort St David, but halted two days at Ariancopang, to deſtroy ſuch parts as yet remained of that fort. The march to Fort St David was very difficult. The rains having already ſet in, the roads were rendered bad; and ſeveral rivulets were ſo much ſwelled, that it was not without danger they were paſſed: ſo that, had the retreat been deferred two days longer, it would have been almoſt impoſſible to have accompliſhed it. By the returns made to the Commander in Chief, it was found, that on this expedition the killed, and thoſe who had died, amounted to ſeven hundred and fifty-ſeven ſoldiers; forty-three artillery men, and two hundred and ſixty-five ſailors; in all one thouſand and ſixty-five Europeans. The loſs ſuſtained by the Sepoys was very trifling: they had been chiefly employed to guard the avenues to the camp; and whenever there was the appearance of danger, they placed their ſafety in flight. By the accounts publiſhed by the enemy, the garriſon of Pondicherry conſiſted of eighteen hundred Europeans, and three thouſand Sepoys; of the former they loſt about two hundred, and of the latter, fifty.

Various cauſes ſeem to have combined together to render the attack on Pondicherry abortive. When the troops left Fort St David, there remained only fifty-five days, that could be depended on, of the ſeaſon in which an army could keep the field, to carry on the operations againſt the place; ſo that it would have required a much greater military force to have effected the purpoſe in ſo ſhort a time. The want of ſucceſs was not owing to Admiral Boſcawen; who, agreeably to his inſtructions, relied on the opinion of the engineers. Whatever depended on himſelf, was done as it ought: for he diſplayed on ſhore the ſame conſpicuous valour and anxiety for the public ſervice, as he did on his own proper element. No leſs than eighteen days were abſolutely thrown away in the operations againſt Fort Arian-copang, beſides the loſs of men, and two of the beſt officers of the army. The check we received there, diſpirited the army, and greatly augmented their opinion of the enemy's bravery and conduct. The engineers attacked the town in the ſtrongeſt part, and placed the camp in the moſt inconvenient ſpot they could have pitched on. Had they directed their attack againſt the north ſide, the ground was ſuch, that they could have carried on their approaches even to the foot of the glacis, there being no inundation to ſtop them; and the camp might have been placed at a due diſtance from our batteries, and ſo cloſe to the ſhore, that the ſupplies from the fleet might have been landed under its protection. By ſo doing, much trouble, danger and fatigue might have been ſaved in tranſporting cannon and ſtores of every kind the diſtance of ſeveral miles, expoſed to the attacks of the enemy; to guard them againſt which, large detachments were drawn from the army, at a time that their ſervices were abſolutely neceſſary in the works carrying on againſt the town; for, the number of Europeans of which the army was chiefly compoſed, were but barely ſufficient, even when it muſtered the ſtrongeſt, to carry on the ſiege with effect.

The miſcarriage of the Britiſh before Pondicherry, tended to lower the nation very much in the opinion of all the country Powers in Indoſtan, ſince they regarded the armament ſent againſt it as invincible : on the contrary, the French were now eſteemed by them as the greateſt military nation in the world.

In order to avoid the fury of the monſoon, Admiral Boſcawen ſent five ſhips of the ſquadron under his command to Achin, and the reſt to Trincomalé ; while he himſelf remained with the army at Fort St David. By the ſhips which arrived in November from England, the Admiral received advice that a ceſſation of arms between Great Britain and France had taken place in April laſt ; but by the orders which he received, he was to remain in India until adviſed that a general peace was concluded. In January 1749, the Britiſh ſquadron returned to Fort St David ; and about the ſame time M. de Bouvet, with the French ſquadron from the Mauritius, (the ſame which had eluded the purſuit of Admiral Griffin), arrived at Madras.

The Britiſh Eaſt India Company, through the intrigues of M. Dupleix, being involved in a war with the King of Tanjore, and reſolving to attack his territories, requeſted the aſſiſtance of Admiral Boſcawen, who agreed to ſend two ſhips to eſcort the troops, cannon, and ſtores, to the place at which they deſigned to diſembark them. Unfortunately, a dreadful hurricane at N. N. W. came on the night of the 12th of April, and continued all the next day. Its greateſt violence was between eight at night of the 13th, and two the next morning, ſhifting all round to the E. till it came to the S. where it ended. In this ſtorm his Majeſty's ſhip the Pembroke, one of thoſe appointed for the above ſervice, was drove aſhore and wrecked on a place called Chaldroon-ledge, a little off Porto Novo. The Captain, all the officers, (except the Captain of marines and purſer, who were aſhore with leave), and three hundred and thirty men, were drowned ; only twelve men being ſaved. In the ſame ſtorm, his Majeſty's ſhip the Namur foundered : the firſt, ſecond and fourth Lieutenants, maſter-gunner, two Lieutenants of marines, and five hundred and twenty men were drowned ; only two midſhipmen and twenty-four men were ſaved : the Admiral, Captain, and ſome other officers, were luckily on ſhore. The Lincoln and Winchelſea Eaſt India

dia Company's ſhips, were likewiſe wrecked; but the crews were ſaved. Almoſt all the ſmall veſſels that were near Fort St David were loſt. His Majeſty's ſhips the Tartar and Deal Caſtle, together with the Swallow ſloop, being at ſea, and more to the ſouthward, did not feel the tempeſt in that violent degree with which it raged near the coaſt; but they were all diſmaſted. The reſt of the fleet were luckily at Trincomalé. The French delivered up Madras to the Britiſh about the middle of Auguſt, which place they had completely diſmantled.

WEST INDIES.—JAMAICA STATION.

Rear-Admiral Knowles, who commanded his Majeſty's ſhips on this ſtation, left Port-Royal in Jamaica on the 13th of February, with the ſquadron, having on board a detachment of two hundred and forty men of Governor Trelawney's regiment. The Governor accompanied the Admiral on this expedition, which was deſigned againſt St Jago de Cuba; but the winds blowing unuſually ſtrong and northerly, the ſhips could not reach the place of their deſtination. That the armament, however, might not return to Jamaica without making ſome attempt to annoy the enemy, it was agreed to attack Port Louis, a French ſettlement on the ſouth ſide of the iſland of Hiſpaniola. (See Note 58.) The ſquadron arrived off this place on the 8th of March, and immediately drew up in a diſpoſition to attack the fort, which mounted ſeventy-eight pieces of cannon, with a garriſon conſiſting of ſix hundred men. M. de Chaleaunoye, the Governor, gave the ſhips a very warm reception as they advanced to attack the fort; but when the ſquadron got to their ſtations, and were moored in a cloſe line ahead, within piſtol-ſhot of the walls, they returned the enemy's fire with the greateſt fury. The Governor did not truſt to his cannon alone for repelling the attack; for, in the midſt of the engagement, he ſent off a fire-ſhip, with a deſign to drop on board the Cornwall or Elizabeth. This being luckily perceived, the boats of the fleet grappled her; and, notwithſtanding the fire of the whole muſquetry of the enemy was poured on them, they towed her free of the ſquadron, leaving her to burn and blow up at a proper diſtance from the fleet. When employed on this ſervice, they boarded and brought off two veſſels which the enemy had filled with combuſtibles, and which were likewiſe deſigned againſt the ſquadron. The ſhips continued the attack three hours longer with great briſkneſs: and the enemy's fire gradually decreaſing, it at laſt became wholly ſilent. On this, the Admiral ſent the Governor a ſummons to ſurrender; he required a little time, which was granted; and before night, the place ſurrendered on terms. (See Note 58.) Poſſeſſion was immediately taken of the fort. The loſs of the ſquadron, on this occaſion, amounted only to ſeventy men killed and wounded: this loſs would have been deemed trifling; but among the killed were the brave Captains Rentone and Cuſt: the former fell by a cannon-ſhot, which took off his thigh, before his ſhip (the Strafford) came to an anchor: the latter came a volunteer on this ſervice. The enemy had one hundred and ſixty men killed and wounded. In the harbour were found three ſhips, a ſnow, and three privateer ſloops; all of which fell into the hands of the conquerors.

As it was not thought proper to retain this place, the fort was blown up; and the Admiral having fixed the conditions for the ſecurity of the ſettlement, proceeded once more to put in practice the ſcheme he had conceived for reducing St Jago de Cuba; which was the more extraordinary, as, ſeveral years prior to this, Admiral Vernon, with a much ſuperior fleet, and a conſiderable body of land forces, had found the reduction of it, by ſea, impracticable. Since that time, too, the enemy had rendered St Jago de Cuba conſiderably ſtronger; and, on the preſent occaſion, they had neglected nothing which might help to render the place ſecure. Rear-Admiral Knowles came before it, on the 5th of April; and, having reſolved on the attack, Captain Dent of the Plymouth, being the ſenior officer, claimed, as his right, the honour to lead the van: he was to be ſeconded by the Cornwall. The ſquadron moved on; and when Captain Dent had got pretty near, he perceived that the enemy had laid a boom acroſs the harbour's mouth, behind which they had placed four veſſels, two of them large, filled with combuſtibles, ready to be ſent in a blaze among the Britiſh ſhips, if they ſhould force the boom, and endeavour to enter the harbour. The headmoſt ſhips fired ſome broadſides at the principal fort, which the enemy returned; by which two men were killed on board of the Cornwall. Captain Dent would not truſt ſolely to his own judgment on this occaſion; but, calling his officers together, he aſked their opinions as to what was proper to be done in ſuch a deſperate ſituation. It clearly appeared to them, that if the attack was perſiſted in, the ſhips would be expoſed to the moſt imminent danger. On this he drew off, and made the Admiral acquainted with his reaſons for ſo doing. The fleet ſoon after returned to Jamaica.

Captain Dent's conduct had ſo diſpleaſed the Rear-Admiral, that he complained of him, for miſconduct, to the Board of Admiralty; in conſequence of which, the Captain was brought to a Court-martial when he returned to England. At this Court-martial, the Rear-Admiral did not appear in the moſt favourable point of view. The whole expedition, with the different plans of attack, appeared to be a moſt abſurd, ill-digeſted ſcheme; a number of lives muſt have been loſt; the deſtruction of ſeveral, if not all the ſhips, certain; and, after all, the proſpect of reducing the place was extremely doubtful. Captain Dent was moſt honourably acquitted. To do the Rear-Admiral juſtice, he uſed every endeavour to annoy the enemy; nor did he ever loſe ſight of the protection of our trade.

Having received information, that the Spaniſh plate fleet was ſoon expected at the Havannah from La Vera Cruz, he went with ſix ſhips, to cruize off the Tortuga banks, in the hope of intercepting them; having previouſly directed Captain Holmes of the Lenox, to take the trade for England under his convoy, as ſoon as they were ready. Accordingly, on the 25th of Auguſt, the homeward bound fleet ſailed from Jamaica; but, being prevented, by the rapidity of the current, from getting through the windward paſſage, they were obliged to bear away for the Gulf of Florida. While they were purſuing this courſe, they got ſight of ſeven ſail of large ſhips, on the morning of the 29th of September, in chaſe of them. They preſently knew them to be Spaniſh ſhips of war; when Captain Holmes immediately made the ſignal for his convoy to provide for their own ſafety in the beſt manner they could; while he endeavoured to draw the enemy's attention to his own ſhip. Having been made acquainted with the ſtation choſen by the Rear-Admiral, he, as ſoon as it was dark, made towards it with a preſs of ſail, and had the good fortune to join him next morning, when he reported to him what had happened. This junction was the more fortunate, as, with the Lenox, Rear-Admiral Knowles was but barely on an equality with the enemy as to guns, while they had a decided majority as to men. (See Note 59.)

Both ſquadrons conſiſted of ſeven ſhips: the Spaniards had four thouſand one hundred and fifty men, and four hundred and forty guns; the Britiſh had only two thouſand nine hundred men, and four hundred and twenty-ſix guns. The Britiſh Admiral immediately made ſail, and went in queſt of the Spaniards. He got ſight of them on the morning of the 1ſt of October, between Tortuga and the Havannah, when both ſquadrons prepared for action. The Spaniards, commanded by Vice-Admiral Reggio, immediately formed a line of battle, and placed the Invincible and Conqueſtadore in the van, the Africa and Dragon in the centre, the New Spain and Royal Family in the rear, and the Galga without the line. Admiral Knowles diſpoſed of his ſquadron as follows: the Tilbury and Strafford in the van, the Cornwall and Lenox in the centre, the Warwick and Canterbury in the rear, and the Oxford out of the line. It was ſurprizing, that the Britiſh, who had the advantage of the wind, did not bear down on the Spaniards, who waited for them till about two o'clock in the afternoon; at which time the enemy began to fire, but at too great a diſtance to do any hurt. Rear-Admiral Knowles, with his ſquadron, kept edging down on the enemy; and about half paſt two o'clock, the action began with great briſkneſs on both ſides. The Spaniards had greatly the advantage; for the Warwick and Canterbury were ſo far aſtern, that it was near two hours before they could afford their comrades any aſſiſtance. The Britiſh Rear-Admiral got within piſtol-ſhot of Vice-Admiral Reggio's ſhip, when he diſcharged all his artillery and muſketry, together with eight cohorns, a ſpecies of artillery extremely improper to be uſed by line of battle ſhips.

Notwithſtanding this formidable attack, the Spaniſh Admiral gave him a very warm reception. In half an hour, the Cornwall was ſo much diſabled, as to be obliged to fall aſtern of the Britiſh ſquadron, and quit the line, having loſt her main-top-maſt, and her fore-top-ſail yard ſhot in two. The enemy had now the proſpect of a complete victory, which they muſt have obtained, had not the Britiſh Captains made the moſt extraordinary exertions while their Admiral was repairing his damages. Durring this conflict, the Conqueſtadore being conſiderably damaged in her rigging, dropped aſtern of the Spaniſh ſquadron, and fell near to where the Cornwall lay refitting. Admiral Knowles immediately attacked her, and a bloody action commenced between theſe two ſhips. Don de St Juſto, Captain of the Conqueſtadore was killed; but his ſucceſſor in command continued to make a brave defence; nor did he ſubmit, till the ſhip had been three times ſet on fire by the cohorn ſhells. When the Cornwall dropped out of the line, the Lenox ſhot up into her place, and attacked the Spaniſh Admiral with great briſkneſs. Several of the Spaniſh ſhips now coming up to ſuccour their Commander-in-chief, Captain Holmes had very hot work for near an hour; when the Warwick and Canterbury came very opportunely to his aſſiſtance. As the ſhips got cloſer to each other, the battle grew more violent than ever; and the action, now become general, continued ſo till eight in the evening; when the Spaniſh ſquadron being very much damaged, Don Reggio retreated towards the Havannah, which was but at a ſmall diſtance. The Britiſh fleet purſued, and greatly annoyed the Spaniards in their retreat. However, all their ſhips got into port, except the Conqueſtadore, which was taken; and the Africa, being diſmaſted, was forced to come to an anchor, a few leagues from the Havannah. She was diſcovered here two days after the action; and the ſquadron ſtanding towards her with an intention to cut her out, or deſtroy her, the enemy ſaved them the trouble; as, rather than let her fall into the hands of the Britiſh, they ſet her on fire, and ſhe blew up before poſſeſſion could be taken of her.

In this battle, the enemy had eighty-ſix men killed, and one hundred and ninety-ſeven men wounded: among the former, were Don Thomas de St Juſto, Captain of the Conqueſtadore; Don Vincent de Quintana, ſecond Captain of the Africa; and Don Pedro Garrecocha, Captain of the Galga: among the wounded, were Vice-Admiral Reggio, and fourteen other officers. The Britiſh had fifty-nine men killed, and one hundred and twenty wounded; but no officer of rank among them. Rear-Admiral Knowles continued to cruize off the Havannah, in the hope of intercepting the plate fleet from La Vera Cruz. While on this ſtation, he took an advice boat from Old Spain, which put an end to all the golden dreams of riches that the ſquadron had formed, as this prize brought authentic information, that the preliminary articles for a general peace was ſigned, and that all hoſtilities were conſequently to ceaſe. The ſquadron accordingly returned to Jamaica.

On the return of Rear-Admiral Knowles to England, he complained of Captain Holmes for leaving his convoy, though it was chiefly owing to his joining him, that he gained the above mentioned victory over the Spaniards. The Captain was tried, and moſt honourably acquitted. Some of the Captains of the ſquadron having complained of Rear-Admiral Knowles's conduct, the ſame was enquired into by a Court-martial, held on board his Majeſty's yacht the Charlotte at Deptford, on the 11th of December 1749, and which continued ſitting till the 20th of that month. Of this Court, Admiral Rowley was preſident; and Vice-Admiral Hawke, Rear-Admiral Forbes, and Captains Thomas Sturton, William Parry, Merrick de l'Angle, Richard Haddock, and Matthew Buckle, were members. It appeared to the Court, that while Admiral Knowles was ſtanding for the Spaniſh fleet, commanded by Vice-Admiral Reggio, he might, by a different diſpoſition of his ſquadron, have begun the attack with ſix ſhips, and even early in the day; but from the method he purſued, he had begun the action with four ſhips only. The Court too were of opinion, that he ought to have ſhifted his flag from the Cornwall to ſome other ſhip, immediately after ſhe was diſabled, in order to have conducted and directed, during the action, the operations of the ſquadron entruſted to his care and conduct. The fulleſt proofs, however, were given, on this trial, of the Admiral's perſonal courage. The Court paſſed the following ſentence:

"The Court unanimouſly agree, that Rear-Admiral Knowles falls under part of the fourteenth article of war, being guilty of negligence; and alſo under the twenty-third article. The Court therefore unanimouſly adjudge him to be reprimanded, for not bringing up the ſquadron in cloſer order than he did; and for not beginning the attack with ſo great a force as he might have done; and alſo for not ſhifting his flag, on the Cornwall's being diſabled."

WEST INDIES.—LEEWARD ISLAND STATION.

THE ſquadron on this ſtation continued to be commanded by Commodore Pocock, who exerted himſelf to the utmoſt in annoying the enemy, and in diſtreſſing their trade. When the Weaſel ſloop, diſpatched by Admiral Hawke, arrived, he was cruizing with ſome of his ſquadron off the iſland of Martinico; the reſt of his fleet being diſperſed on different ſervices. This, joined to the notice ſent not having arrived early enough, to afford time to collect his ſquadron on a ſtation proper for intercepting the whole of ſo large a convoy as was then at hand, (for ſome of them appeared the day the Weaſel came in), were fortunate circumſtances for the enemy. Their loſs, however, was very conſiderable; five of the ſhips bound for St Domingo were taken; and of thoſe which were going for Martinico and the other iſlands in its vicinity, eight were taken by the Captain, ſix by the Dreadnought, five by the Dragon, and one by the Ludlow Caſtle, whoſe cargoes were valued at 100,000 l. Ten ſail more of them were captured by privateers. Many of the enemy's privateers were alſo taken in thoſe ſeas. The Centaur, Captain Tyrrell, took five of them, and run down one which would not ſtrike; forty of her crew were ſaved by the Centaur's boats.

MEDITERRANEAN.

THE ſquadron here was commanded by Rear-Admiral Byng, and was ſo very conſiderable, that neither the Spaniards nor French could ſend any naval force to ſea from their principal ports in the Mediterranean, which might be capable of doing them any important ſervice on that element. The enemy, however, endeavoured to reinforce their army at Genoa, under the command of the Duc de Richlieu, with troops, and to ſupply them with proviſions and ſtores, by means of ſmall veſſels, which kept ſo cloſe in ſhore, that our cruizers could ſeldom venture ſo near as to cut them off. To remedy this as much as poſſible, Admiral Byng armed a number of ſmall veſſels, giving the command of each to a Lieutenant. By this means, he was enabled to intercept a great number of ſmall craft going with ſupplies, both to the French and Spaniſh troops; while he ſo much interrupted the trade of Genoa, that the republic became weary of the war. Peace taking place, Admiral Byng returned to England, bringing with him moſt of the large ſhips of war.

TRANSACTIONS AT AND NEAR HOME.

Rear-Admiral Hawke was ſent out in January with a conſiderable ſquadron (See Note 60.) to cruize to the weſtward. On the 31ſt, at day-break, he diſcovered a large ſail, on which he ſent the Nottingham, Captain Harland, in chaſe of her; but ſoon perceiving the chaſe to be a ſhip of force, he made ſignal for the Portland, Captain Stevens, to follow the Nottingham. Captain Harland got up with her about ten o'clock, and began a cloſe engagement. He was ſoon after joined by the Portland, who raked her ſeveral times. The action continued near ſix hours, when the enemy ſtruck, and proved to be the Magnanime of ſeventy-four guns, having on board ſix hundred and eighty-ſix men, commanded by the Marquis d'Albert, Chef d'Eſcadre. The enemy had forty-five men killed, and one hundred and five wounded. She was bound for the Eaſt Indies, and was part of a ſmall ſquadron which had ſailed from Breſt a few days before. She had loſt ſome of her maſts in a hard gale of wind, and was returning to port to refit, when Sir Edward Hawke got ſight of her. She was a very fine ſhip, was purchaſed by Government, and added to the Royal Navy, where ſhe did excellent ſervice. The Nottingham had ſixteen men killed, and eighteen wounded; the Portland had only four men wounded.

Commodore Cotes, in the Edinburgh, having under his command three other ſhips of the line, and a frigate, being on his way to reinforce Sir Edward Hawke, on the 7th March, when off Cape Cantin, fell in with a fleet of Spaniſh ſhips, conſiſting of nine ſail of the line, (See Note 61.), having under their convoy about twenty-ſeven merchant ſhips, with which they had ſailed from Cadiz four days before. The Spaniſh ſhips of war drew into a line, in order to receive the Britiſh; but the force Commodore Cotes had with him, was not of ſufficient ſtrength to authoriſe him to riſk an engagement: obſerving, however, that the convoy was diſperſed, and in confuſion, he ſteered for them, and took five, of which three were Regiſter ſhips, bound for La Vera Cruz, and two for Carthagena. The Spaniſh ſhips of war continuing in a line of battle, remained idle ſpectators of the capture, making no kind of effort to hinder it, or to retake their ſhips. As ſoon as it was dark, Commodore Cotes detached two of his beſt ſailing ſhips after the Spaniards, to endeavour to cut off ſuch of the convoy as might ſeparate from the ſhips of war.

A ſtrong ſquadron of Britiſh and Dutch ſhips of war ſailed from Spithead the beginning of April to the weſtward, under the command of Rear-Admiral Warren; but he met with nothing material. On the 9th of May, the Spence ſloop was diſpatched expreſs to Sir Peter Warren and Sir Edward Hawke to return to England, in conſequence of the preliminaries for peace being ſigned; and they accordingly returned to Spithead about the middle of July.

A ſmall ſquadron under the command of Captain Moſtyn, took the Grand St Jean privateer of St Sebaſtian's, of twenty guns, and two hundred and twenty men; alſo the Thetis privateer of Bayonne, of eighteen guns, and two hundred and forty-five men.

The Leopard, Captain Denis, took the Leopard privateer of Bayonne, of twenty-two nine pounders, twenty-four ſwivels, and three hundred and ninety-ſeven men.

The Glouceſter, Captain Philip Durell, took the Two-Crowns privateer of St Malo, of twenty-four guns, and two hundred and ſeventy-ſix men.

The Triton, Captain Arbuthnot, took the Tyger privateer of Bayonne, of ſixteen guns, and one hundred and forty-ſix men.

The Romney, the Honourable Captain Barrington, took the Gerardus of four hundred tons, from Port L'Orient, to the Eaſt Indies.

The Rainbow, Captain Baird, took the Comte de Noailles privateer of Granville, of twenty-two guns, and one hundred and fifty men.

The Surprize, Captain Webb, took the Le Palme, a ſloop of war of twelve guns and ſeventy men, belonging to the King of France.

The Saliſbury, the Honourable Captain Edgecumbe, took the Jaſon, a ſhip belonging to the French Eaſt India Company, of ſeven hundred tons, thirty guns, and one hundred and eighty men, bound from Port L'Orien to the Eaſt Indies, with ſtores, ammunition, and eight caſes of ſilver on board.

The Monmouth, Captain Harriſon took a French privateer of twenty-eight guns, and one hundred and thirty-ſix men, after a chaſe of three days. Captain Harriſon alſo took the Roſtan privateer of Bourdeaux, of twenty-two guns, and two hundred and ſeventy men, the Captain of whom had the temerity to fire a broadſide into the Monmouth, when ſhe came up along-ſide, and inſtantly ſtruck her colours. Captain Harriſon being informed that ſome of his people were killed by the privateer's ſhot, ordered a broadſide to be fired into her, by which many of her crew were killed and wounded. This was done to deter the enemy from ſuch bravadoes for the future, and to hinder them from ſporting idly with men's lives, where the ſuperiority of force is ſo evident, as to render reſiſtance ineffectual. It was attended with the misfortune, that the privateer went to the bottom, before the priſoners could all be ſhifted; ſhe having on board nine of the Monmouth's crew, and one hundred Frenchmen.

The Bellona, Captain John Campbell, took the Grand Biche privateer of St Malo, of twenty-two guns, and one hundred and ſixty men, after a chaſe of five hours. She had reigned during almoſt the whole of the war, and had done much miſchief.

The Briſtol, the Honourable Captain Montagu, took the Union, a French regiſter ſhip, from the Havannah for Cadiz, having on board thirty guns, and one hundred and fifteen men. She had three hundred and ſixty thouſand dollars regiſtered on board, beſides a quantity of cocoa, cochineal, Spaniſh ſnuff, and hides.

The Thetis, took the Tygreſs privateer of Bayonne, of twenty-two nine pounders; alſo, a Britiſh ſhip, her prize.

The Advice, Captain Haddock, took the Neptune privateer of Bayonne, of twenty eight-pounders. The privateer fired a broadſide at the Advice, by which three men were killed, and five wounded. Captain Haddock ordered a broadſide to be returned, by which the enemy had eight men killed, and fifteen wounded; when they ſtruck.

The Tyger privateer of Briſtol, Captain Seix, took, near Cadiz, the Thereſa, a Spaniſh regiſter-ſhip, from the Havannah, with ſixty thouſand dollars in ſpecie, beſides a very rich cargo.

The Prince George privateer of Guernſey, Captain Viſcounte, of eight carriage-guns, and fifty men, took the St Victoire of Bourdeaux, of three hundred and fifty tons, ſixteen ſix pounders, and forty-nine men, bound for Canada, laden with brandy and bale-goods. After a deſperate engagement of ſeven hours, ſhe was carried at the ſecond boarding. Captain Viſcounte received a muſket-ſhot through the thigh, and his Lieutenant had four balls lodged in his thigh at the firſt broadſide; but both of them kept the deck till the enemy ſurrendered.

A Spaniſh ſhip from the South Seas, valued at 60,000l. was taken by two Rhode Iſland privateers; and another, valued at 30,000 l. by his Majeſty's ſhip the Portmahon.

Beſides thoſe already mentioned, the Britiſh cruizers and privateers were extremely ſucceſsful, and made ſome very valuable prizes.

The following is an exact ſtate of the captures, as well of the French and Spaniards, as of the Britiſh, in the year 1748.

French

	Europe.	America.	Total loſt by each ſtate.	Men.
French took	131	203	334	
Spaniards took	52	106	158	
Total taken by the French and Spaniards,				492
Great Britain French,	253	218	471	
took from the Spaniards,	25	73	98	
Total taken from the French and Spaniards,				569
Balance in favour of Britain,				77

Among the prizes taken by the Britiſh from the French, are to be reckoned, one ſhip of the line, forty-four privateers, three Eaſt India ſhips, ſixty-one Turky ſhips, and one hundred and ſixty-ſix ſhips from the Weſt Indies. And of thoſe taken from the Spaniards, muſt be ſet down, one ſhip of the line, thirty regiſter ſhips, and twenty privateers, beſides a ſhip of the line which was burnt.

Among the captures made by the enemy, was one Eaſt India ſhip, and ſeveral other prizes of conſiderable value.

The only King's ſhip taken this year, was the Achilles ſloop tender belonging to the ſquadron at Jamaica.

The Fowey, of twenty guns, Captain Drake, was wrecked in the Gulf of Florida; the crew ſaved.

The Savage ſloop was daſhed in pieces on the Lizard point, and all on board periſhed.

In the courſe of the war, we captured from the Spaniards, one thouſand two hundred and forty-nine ſhips; and from the French, two thouſand one hundred and eighty-five; making in all, three thouſand four hundred and thirty-four.

The Spaniards captured from us, one thouſand three hundred and ſixty; and the French, one thouſand eight hundred and ſeventy-eight; making together, three thouſand two hundred and thirty-eight; being one hundred and ninety-ſix ſhips fewer than what had been taken by the Britiſh.

Some of the prizes taken from the Spaniards, were of great value; and, on the whole, on a fair calculation, the balance in favour of Great Britain, was eſtimated at two millions Sterling.

The Navy of France was ſo much reduced, as to be no longer formidable, (See Note 62.); and this may be truly ſaid to have been the only advantage we gained by the war. For, by the general peace concluded this year, in October, at Aix-la-Chapelle, all the conqueſts made by us, as well as the French, were to be reſtored.

Thus, after a long and bloody conteſt, of near ten years continuance, increaſing the national debt to near eighty millions Sterling, we found ourſelves in little better condition than we began.

The treaty of Aix-la-Chapelle had for its baſis, a general confirmation of all preceding treaties, from that of Weſtphalia downward; and for its immediate object, as the means of a general pacification, a mutual reſtitution of all conqueſts made ſince the beginning of the war, with a releaſe of all priſoners without ranſon. Even in this there was a great partiality ſhewn to France.

Great Britain truſted to the honour of his Moſt Chriſtian Majeſty, in reſtoring the city of Madras and its dependencies; but equal confidence was not repoſed by his Moſt Chriſtian Majeſty in Britiſh faith: for it was ſtipulated, that two noblemen ſhould be ſent to France as hoſtages, for the delivering up of Louiſburg and its dependencies; and there to remain, until ſuch time as authentic accounts arrived of the French being in poſſeſſion of it.

The Duchies of Parma, Placentia, and Guaſtalla, were ceded, as a ſovereignty, to the Infant Don Philip, and the heirs-male of his body; but it was ſtipulated, that, in caſe he, or his deſcendants, ſhould ſucceed to the crown of Spain, or that of the Two Sicilies, or die without male-iſſue, thoſe territories ſhall return to the preſent poſſeſſors, the Empreſs-Queen of Hungary, and the King of Sardinia, or their deſcendants.

The treaty of the Aſſiento, ſigned at Madrid, the 27th of March 1713, with the privilege of the annual ſhip, were confirmed, during the reverſionary term of four years, from which it had been ſuſpended by the war. Dunkirk to remain fortified ed on the land-ſide, in its preſent ſtate; and on the ſide towards the ſea, on the footing of ancient treaties.

All the contracting powers guaranteed to his Pruſſian Majeſty, the Dutchy of Sileſia, and the County of Glatz. And ſuch of the ſame powers as had guaranteed the Pragmatic Sanction of the Emperor Charles VI. for ſecuring to his daughter, the preſent Empreſs-Queen of Hungary and Bohemia, the undivided ſucceſſion of the Houſe of Auſtria; renewed the ſame, in the moſt ſolemn manner, with the exception of the ceſſions made by this and former treaties.

But, the grand matter which had been the occaſion of this bloody and expenſive war,—the right of Britiſh ſhips to navigate the American ſeas without being ſearched, was not ſo much as mentioned. And our unqueſtionable right to the province of Nova Scotia, called by the French Acadia, was to be left to the diſcuſſion of Commiſſaries to be named for that purpoſe. This laſt article, not being properly diſcuſſed and ſettled, was productive of another bloody war.

THE END OF THE FIRST VOLUME.

APPENDIX to VOL. I.

Note 1. Ships put in Commiſſion in January 1728.

Ships.	*Guns.*	*Men.*	*Commanders.*
Kinſale,	40	280	Lord Vere Beauclerk.
Adventure,	40	280	Lord Muſkerry.
Goſport,	40	280	Duncan Drake.
Southampton,	40	280	Edward Brooke.
Loo,	40	280	Thomas Waterhouſe.
Dover,	40	280	Matthew Conſett.
Sapphire,	40	280	John Smith.
Phœnix,	20	125	Arthur Jones.
Experiment,	20	125	Henry Reddiſh.
Otter, Sloops	10	60	John Barnſley.
Hawke,	16	80	John Thomas.

Note 2. Ships put in Commiſſion in June 1728.

Ships.	*Guns.*	*Men.*	*Commanders.*
Cornwall,	80	520	Richard Hughes.
Princeſs Amelia,	80	520	Richard Leſtock.
Grafton,	70	440	Nicholas Haddock.
Naſſau,	70	440	Robert Coleman.
Kent,	70	440	Con. Narborough.
Royal Oak,	70	440	Edward Falkingham.
Sunderland,	60	390	Hon. George Clinton.
Kingſton,	60	365	Francis Danſie.
Dreadnought,	60	365	Chriſt. O'Brien.
York,	60	365	John Cockburn.
Guernſey,	50	280	John St Loe.
Severn,	50	280	John Flemming.
Falkland,	50	280	Samuel Atkins.
Wincheſter,	50	280	James Lock.
Aſſiſtance,	50	280	Thomas Graves.

In Auguſt 1728, the Names of the following Ships belonging to his Majeſty were changed, viz.

The Breda of 70 guns,	to the Prince Frederick.
Princeſs of 90 guns,	to the Princeſs Royal.
Vanguard of 90 guns,	to the Duke.
Humber of 80 guns,	to the Princeſs Amelia.
Ranelagh of 80 guns,	to the Princeſs Caroline.
Mary of 60 guns,	to the Princeſs Mary. And
Launceſton of 40 guns,	to the Princeſs Louiſa.

Note 3. Copy of the King's Letter to the King of Spain.

SIR, MY BROTHER, *June 21ſt* 1721.

I have learned with great ſatisfaction, by the report of my Ambaſſador at your Court, that your Majeſty is at laſt reſolved to remove the obſtacles that have, for ſome time, delayed the entire accompliſhment of our Union. Since, from the confidence which your Majeſty expreſſes toward me, I may look upon the treaties which have been in queſtion between us as re-eſtabliſhed; and that, accordingly, the inſtruments neceſſary for the carrying on the trade of my ſubjects, will be delivered out: I do no longer balance to aſſure your Majeſty of my readineſs to ſatisfy you, with regard to your demand touching the reſtitution of Gibraltar; promiſing you to make uſe of the firſt favourable opportunity to regulate this article, with the conſent of my Parliament. And to give your Majeſty a farther proof of my affection, I have ordered my Ambaſſador, as ſoon as the negotiation with which he has been charged ſhall be finiſhed, to propoſe to your Majeſty, new engagements to be entered into in concert, and jointly with France, ſuitable to the preſent conjuncture, not only for ſtrengthening our Union, but alſo for ſecuring the tranquillity of Europe: Your Majeſty may be perſuaded, that I, on my part, will ſhew all the facility imaginable, promiſing myſelf that you will do the ſame for the mutual benefit of our kingdoms; being moſt perfectly, Sir, my Brother, Your Majeſty's Good Brother,

To the King of Spain,
Monſieur, my Brother.

GEORGE, R.

Note 4. Liſt of the Fleet under the Command of Sir Charles Wager, aſſembled at Spithead 1729.

BRITISH.

Ships.	*Guns.*	*Men.*	*Commanders.*
Cornwall,	80	520	Sir Charles Wager, Kt, Admiral. Capt. Falkingham.
Princeſs Amelia,	80	520	Sir George Walton, Kt, Vice-Admiral of the White, Capt Davis.
Burford,	70	440	Ogle.
Berwick,	70	440	Norbury.
Grafton,	70	440	Haddock.
Kent,	70	440	O'Brien.
Monmouth,	70	440	Purvis.
Naſſau,	70	440	Coleman.
Royal Oak,	70	440	Leſtock.
Dreadnought,	60	365	Geddes.

Kingſton,

Ships.	*Guns.*	*Men.*	*Commanders.*
Kingſton,	60	365	Danſie.
Lion,	60	365	Reddiſh.
Sunderland,	60	365	Man.
York,	60	365	St Loe.
Argyle,	50	280	Roberts.
Falkland,	50	280	Atkins.
Guernſey,	50	280	Cockburn.
Leopard,	50	280	Warren.
Portland,	50	280	Rowzier.
Wincheſter,	50	280	Lock.
Kinſale,	40	190	Hervey.
Enterprize,	40	190	Smith.
Adventure,	40	190	Lord Muſkerry.
Solebay,	22	115	Sparks.
Thunder bomb,	6	45	Trevor.
Pool, fire ſhips,	8	50	Herbert.
Griffin,	8	50	Bennet.

DUTCH.

Ships.	*Guns.*	*Men.*	*Commanders.*
Leyden,	64	400	V. A. Sommeldyke.
Utrecht,	64	350	Capt. Schryven.
Naſſau,	64	350	Grendat.
Statinburgh	64	350	Vandergraff.
Ter Veer,	64	350	Wilſchot.
Pollaren,	52	270	Reymſt.
Twickloo,	52	270	Hooſt.
Beckviel,	52	270	Grood.
Ramhorſt,	52	270	Baarden.
Edam,	44	200	Vigh.
Noordwyk op Zoom,	44	200	Deule.
Gorcum,	44	200	Van Reed.

a Bomb-ketch, and a Store-ſhip.

Note 5. A Liſt of his Majeſty's Ships and Veſſels, with their Tonnage and Number of Guns, November 1. 1730.

FIRST RATES, whoſe Complement of Men is from 780 to 680.

Ships.	*Guns.*	*Tonnage.*	*Ships.*	*Guns.*	*Tonnage.*
Royal Anne,	100	1870	Royal Sovereign,	100	1883
Britannia,	100	1900	Victory,	100	1870
Royal George,	100	1801	Royal William,	100	1918
London,	100	1711			

SECOND RATES, whoſe Complement of Men is from 680 to 585.

Ships.	*Guns.*	*Tonnage.*	*Ships.*	*Guns.*	*Tonnage.*
Barfleur,	90	1565	Neptune,	90	1572
Blenheim,	90	1557	Prince,	90	1482
Duke,	90	1551	Princeſs Royal,	90	1470
Prince George,	90	1586	Ramillies,	90	1396
St George,	90	1567	Sandwich,	90	1573
Marlborough,	90	1567	Union,	90	1578
Namur,	90	1567			

THIRD RATES, whoſe Complement of Men is from 520 to 380.

Ships.	*Guns.*	*Tonnage.*	*Ships.*	*Guns.*	*Tonnage.*
Princeſs Amelia,	80	1353	Captain,	70	1131
Boyne,	80	1301	Elizabeth,	70	1104
Princeſs Caroline,	80	1350	Eſſex,	70	1190
Cambridge,	80	1286	Edinburgh,	70	1119
Chicheſter,	80	1278	Prince Frederick,	70	1119
Cornwall,	80	1370	Grafton,	70	1133
Cumberland,	80	1308	Hampton Court,	70	1137
Devonſhire,	80	1305	Ipſwich,	70	1142
Dorſetſhire,	80	1283	Kent,	70	1130
Lancaſter,	80	1366	Lenox,	70	1128
Newark,	80	1283	Monmouth,	70	1115
Norfolk,	80	1393	Naſſau,	70	1104
Ruſſell,	80	1350	Northumberland,	70	1133
Shrewſbury,	80	1314	Royal Oak,	70	1106
Somerſet,	80	1350	Orford,	70	1099
Torbay,	80	1296	Revenge,	70	1104
Berwick,	70	1147	Suffolk,	70	1129
Bedford,	70	1073	Stirling Caſtle,	70	1138
Burford,	70	1147	Yarmouth,	70	1111
Buckingham,	70	1128			

FOURTH RATES, whoſe Complement of Men is from 365 to 240.

Ships.	*Guns.*	*Tonn.*	*Ships.*	*Guns.*	*Tonn.*
Canterbury,	60	964	Montagu,	60	920
Centurion,	60	1001	Nottingham,	60	928
Deptford,	60	951	Pembroke,	60	951
Dunkirk,	60	951	Plymouth,	60	954
Dreadnought,	60	938	Rupert,	60	930
Defiance,	60	949	Rippon,	60	1023
Exeter,	60	949	Sunderland,	60	951
Kingſton,	60	919	Swallow,	60	951
Lyon,	60	914	Superb,	60	1023
Princeſs Mary,	60	914	Tilbury,	60	951
Medway,	60	914	Windſor,	60	951

Warwick,

Ships.	*Guns.*	*Tonn.*	*Ships.*	*Guns.*	*Tonn.*
Warwick,	60	951	Litchfield,	50	756
York,	60	987	Leopard,	50	762
Advice,	50	714	Newcaſtle,	50	756
Aſſiſtance,	50	750	Nonſuch,	50	687
St Alban's,	50	687	Norwich,	50	703
Antelope,	50	684	Oxford,	50	767
Argyle,	50	764	Portland,	50	772
Burlington,	50	756	Preſton,	50	682
Briſtol,	50	704	Panther,	50	716
Chatham,	50	756	Ruby,	50	707
Cheſter,	50	704	Romney,	50	756
Colcheſter,	50	756	Rocheſter,	50	719
Dartmouth,	50	712	Saliſbury,	50	756
Dragon,	50	704	Severn,	50	683
Falkland,	50	776	Strafford,	50	756
Falmouth,	50	761	Sutherland,	50	676
Glouceſter,	50	756	Tyger,	50	712
Greenwich,	50	756	Weymouth,	50	714
Guernſey,	50	707	Woolwich,	50	760
Hampſhire,	50	690	Wincheſter,	50	711
Jerſey,	50	677	Worceſter,	50	719

FIFTH RATES, whoſe Complement of Men is from 200 to 135.

Ships.	*Guns.*	*Tonn.*	*Ships.*	*Guns.*	*Tonn.*
Angleſey,	40	601	Looe,	40	553
Adventure,	40	508	Lark,	40	598
Diamond,	40	595	Princeſs Louiſa,	40	603
Dover,	40	604	Lynn,	40	554
Enterprize,	40	531	Mary Galley,	40	595
Folkeſtone,	40	594	Pearl,	40	595
Feverſham,	40	595	Portſmouth,	40	595
Fowey,	40	528	Roebuck,	40	595
Goſport,	40	530	Sapphire,	40	534
Haſtings,	40	534	South Sea Caſtle,	40	553
Hector,	40	607	Torrington,	40	595
Kinſale,	40	607	Mermaid,	30	421
Ludlow Caſtle,	40	595			

SIXTH RATES, whoſe Complement of Men is from 140 to 110.

Ships.	*Guns.*	*Tonn.*	*Ships.*	*Guns.*	*Tonn.*
Tartar,	22	420	Flamborough,	20	377
Aldborough,	20	373	Fox,	20	375
Blandford,	20	375	Gibraltar,	20	375
Biddeford,	20	372	Greyhound,	20	371
Deal Caſtle,	20	375	Garland,	20	375
Durſley Galley,	20	372	Loweſtoffe,	20	378
Dolphin,	20	375	Lyme,	20	376

Phœnix,

Ships.	*Guns.*	*Tonn.*	*Ships.*	*Guns.*	*Tonn.*
Phœnix,	20	375	Seaford,	20	375
Roſe,	20	377	Sheerneſs,	20	375
Rye,	20	372	Winchelſea,	20	415
Scarborough,	20	376	Lively,	20	279
Seahorſe,	20	375	Port-Mahon,	20	282
Shoreham,	20	379	Solebay,	20	272
Squirrel,	20	377	Succeſs,	20	275

SLOOPS OF WAR, whoſe Complement of Men is from 100 to 45.

Ships.	*Car. Guns.*	*Swivel.*	*Tonn.*	*Ships.*	*Car. Guns.*	*Swivel.*	*Tonn.*
Bonetta,	4	4	66	Shark,	10	4	124
Cruizer,	6	4	100	Spy,	6	4	103
Drake,	4	10	207	Swift,	6	4	93
Ferret,	4	4	67	Spence,	6	10	207
Happy,	10	16	114	Tryal,	8	6	142
Hawke,	6	4	100	Weazel,	6	4	102
Otter,	4	4	91				

FIRE-SHIPS.

Ship.	*Guns.*	*Tonn.*	*Ship.*	*Guns.*	*Tonn.*	*Ship.*	*Guns.*	*Tonn.*
Bridgewater,	8	411	Griffin,	8	264	Pool,	8	382

BOMB-KETCHES.

Ships.	*Car. Guns.*	*Swivels.*	*Tonnage.*	
Salamander,	6	8	283	Carry 2 Mortars each.
Terrible,	6	8	263	
Thunder	4		254	Carries 1 Mortar.

STORE-SHIP.

Ship.	*Guns.*	*Tonnage.*
Succeſs,	20	547

YACHTS.

Ships.	*Guns.*	*Tonnage.*	*Ships.*	*Guns.*	*Tonnage.*
Carolina,	10	195	Katherine,	8	161
Charlotte,	8	153	Mary,	8	160
Dublin,	12	148	William and Mary,	10	151
Fubbs,	8	151			

Note 6. Liſt of the Fleet that went to Spain in 1731, under the command of Sir Charles Wager, to eſcort the Spaniſh Troops to Leghorn.

Ships.	*Guns.*	*Men.*	*Commanders.*
Namur,	90	680	Sir Charles Wager, Kt, Admiral of the Blue. Capt. Falkingham
Norfolk,	80	520	Sir John Balchen, Kt, Rear-Adm. of the White. Capt. Roberts.
Cornwall,	80	520	Lord Forbes.
Princeſs Amelia,	80	520	Reddiſh.
Hampton Court,	70	440	Lord Vere Beauclerk,
Grafton,	70	440	Haddock.
Edinburgh,	70	440	Ogle.
Buckingham,	70	440	Brown.
Royal Oak,	70	440	Leſtock.
Captain,	70	440	Dent.
Suffolk,	70	440	Davis.
Berwick,	70	440	Norbury.
Kent,	70	440	O'Brien.
Canterbury,	60	365	Hook.
Dreadnought,	60	365	Geddes.
Exeter,	60	365	Durell.
York,	60	365	Vanburgh.
Princeſs Louiſa,	60	365	Cotterell.
Portland,	50	280	Rowzier.
Romney,	50	280	Medley.
Advice,	50	280	Martin.
Aſſiſtance,	50	280	Graves.
Kinſale,	40	200	Harvey.
Diamond,	40	200	Anſon.
Torrington,	40	200	Fitch.
	1580	9745	

Note 7. Liſt of Ships Commiſſioned in 1734.

Ships.	*Guns.*	*Commanders.*
FIRST RATE.		
* Britannia,	110	Thomas Whitney.
SECOND RATES.		
* Blenheim,	90	
Namur,	90	
THIRD RATES.		
Princeſs Amelia,	80	
Cornwall,	80	

* Devonſhire

Ships.	*Guns.*	*Commanders*
* Devonſhire,	80	Hon. Charles Stuart.
* Dorſetſhire,	80	Sir John Charleton.
Lancaſter,	80	
Norfolk,	80	
Newark,	80	
Torbay,	80	
Somerſet,	80	Richard Leſtock.
* Bedford,	70	
* Burford,	70	Peter Vanburgh.
Berwick,	70	
Buckingham,	70	
Captain,	70	
Edinburgh,	70	
Grafton,	70	
Hampton Court,	70	
Ipſwich,	70	
Kent,	70	
Lenox,	70	
* Monmouth,	70	Hon. George Clinton.
* Northumberland,	70	James Gunman.
Royal Oak,	70	
Orford,	70	
Revenge,	70	
Suffolk,	70	
Stirling Caſtle,	70	R. Rowzier.
Yarmouth,	70	James Poole.
FOURTH RATES.		
* Centurion,	60	Sam. Atkins.
* Canterbury,	60	James Luck.
* Deptford,	60	Thomas Davers.
Dreadnought,	60	
* Defiance,	60	Joſeph Fletcher.
Exeter,	60	John Yetts.
Kingſton,	60	
* Medway,	60	Sam. Braithwaite.
Montagu,	60	J. Hilderſley.
Nottingham,	60	Matt. Conſett.
* Pembroke,	60	Hon. Will. Hervey.
* Plymouth,	60	Iſaac Townſend,
Rupert,	60	
Sunderland,	60	
Swallow,	60	
Tilbury,	60	Thomas Williams.
* Warwick,	60	Edward Brooke.
Windſor,	60	William Smith.
York,	60	
Antelope,	50	
* Argyle,	50	Francis Drake.

* Falkland,

Ships.	*Guns.*	*Commanders.*
* Falkland,	50	Hon. Fitzroy H. Lee.
Falmouth,	50	
* Litchfield,	50	Sir Yelverton Peyton.
* Leopard,	50	Peter Warren.
Newcaſtle,	50	
* Portland,	50	Peter Oſborn,
Romney,	50	
Saliſbury,	50	
FIFTH RATES.		
Diamond,	40	
* Kinſale,	40	Foreſter.
* Princeſs Louiſa,	40	John Trevor.
Pearl,	40	
* Roebuck,	40	Crawford.
Torrington,	40	

SIXTH RATES.

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
Aldborough,	20	Gibraltar,	20	Scarborough,	20
Blandford,	20	Greyhound,	20	Squirrel,	20
Biddeford,	20	Garland,	20	Seaford,	20
Deal Caſtle,	20	Loweſtoffe,	20	Sheerneſs,	20
Durſley Galley,	20	Lyme,	20	Lively,	20
Dolphin,	20	Phœnix,	20	Winchelſea,	20
Experiment,	20	Roſe,	20	Solebay,	20
Flamborough,	20	Rye,	20	Port-Mahon,	20
Fox,	20				

The ſhips marked thus * were not then put in Commiſſion, but were ordered to be docked and cleaned for ſea-ſervice.

Note 8. page 31. Liſt of the Fleet ſent to Liſbon to the aſſiſtance of the King of Portugal in 1735.

Ships.	*Guns.*	*Commanders.*
Britannia,	100	Sir John Norris, Adm. of the Fleet. Capt. Thomas Whitney.
Princeſs Amelia,	80	Sir John Balchen, Vice Admiral of the Red. Capt.
Namur,	90	Richard Haddock, Rear-Adm. of the White. Capt.
Princeſs Caroline,	80	Gerlington.
Torbay,	80	Piercy.
Norfolk,	80	Sir J. Charleton.
Grafton,	70	Davers.
Captain,	70	Geddes.
Berwick,	70	Hon. G. Clinton.

Ships.	*Guns.*	*Commanders.*
Kent,	70	Capt. Davis.
Royal Oak,	70	Solgard.
Hampton Court,	70	Mighells.
Buckingham,	70	Brown
Burford,	70	Vanburgh.
Orford,	70	Mann.
Dreadnought,	60	Medley.
York,	60	Williams.
Sunderland,	60	Martin.
Defiance,	60	Trevor.
Leopard,	50	Warren.
Swallow,	50	Graves.
Warwick,	50	Brook.
Deptford,	50	Cornwall.
Pembroke,	50	Hon. Thomas Hervey.
Litchfield,	50	Sir Y Peyton.
Greyhound,	20	Ambroſe.
Pool, } fireſhips,	8	Wallis.
Griffin,	8	Faulknor.

Note 9. The King of Great Britain's Declaration of War againſt Spain, and the King of Spain's Declaration of War againſt Great Britain.

His Britannic Majeſty's Declaration of War againſt Spain 1739.

WHEREAS many unjuſt ſeizures have been made, and depredations carried on for ſeveral years in the Weſt Indies, by Spaniſh Guarda Coſtas, and other ſhips, acting under the commiſſion of the King of Spain or his governors, contrary to the treaties ſubſiſting between us and the Crown of Spain, and to the law of nations, to the great prejudice of the lawful trade and commerce of our ſubjects; and great cruelties and barbarities have been exerciſed on the perſons of divers of our ſubjects, whoſe veſſels have been ſo ſeized, and the Britiſh Colours have been ſo inſulted in the moſt ignominious manner: And whereas we have cauſed frequent complaints to be made to the King of Spain, of theſe violent and unjuſt proceedings, but no ſatisfaction or redreſs has been given for the ſame, notwithſtanding the many promiſes made, and cedulas iſſued, ſigned by the ſaid King, or by his order, for that purpoſe: And whereas the evils above mentioned have been principally occaſioned by an unwarrantable claim and pretenſion, ſet up on the part of Spain, that the Guarda Coſtas, and other ſhips authoriſed by the King of Spain, may ſtop, detain, and ſearch the ſhips and veſſels of our ſubjects navigating in the American Seas, contrary to the liberty of navigation, to which our ſubjects have not only an equal right with thoſe of the King of Spain, by the law of nations, but which is moreover expreſsly acknowledged and declared to belong to them by the moſt ſolemn treaties; and particularly by that concluded in the year 1670: And whereas the ſaid groundleſs claim and pretenſion, and the unjuſt practice of ſtopping, detaining, and ſearching ſhips and veſſels navigating in the ſeas of America, is not only of the moſt dangerous and deſtructive conſequence to the lawful commerce of our ſubjects, but alſo tends to interrupt and obſtruct the free intercourſe and correſpondence between our dominions in Europe and our colonies and plantations in America, and by means thereof to deprive us and our ſubjects of the benefit of thoſe colonies and plantations, a conſideration of the higheſt importance to us and our kingdoms; and a practice which muſt affect, in its conſequence, all other Princes and States of Europe poſſeſſed of ſettlements in the Weſt Indies, or whoſe ſubjects carry on any trade thither: And whereas, beſides the notorious grounds of complaint above mentioned, many other infractions have been made on the part of Spain of the ſeveral treaties and conventions ſubſiſting between us and that Crown, and particularly of that concluded in the year 1667, as well by the exorbitant duties and impoſitions laid upon the trade and commerce of our ſubjects, as by the breach of ancient and eſtabliſhed privileges, ſtipulated for them by the ſaid treaties; for the redreſs of which grievances, the ſtrongeſt inſtances have been, from time to time, made by our ſeveral miniſters reſiding in Spain, without any effect: And whereas a convention for making reparation to our ſubjects for the loſſes ſuſtained by them on account of the unjuſt ſeizures and depredations committed by the Spaniards in America, and in order to prevent for the future all the grievances and cauſes of complaint therein taken notice of, and to remove abſolutely and for ever, every thing which might give occaſion thereto, was concluded between us and the King of Spain, on the 14th day of January laſt N. S. by which convention it was ſtipulated, that a certain ſum of money ſhould be paid at London, within a term therein ſpecified, as a balance admitted to be due on the part of Spain, to the Crown and ſubjects of Great Britain, which term expired on the 25th day of May laſt, and the payment of the ſaid ſum was not made according to the ſtipulation for that purpoſe; by which means the convention above mentioned was manifeſtly violated and broken by the King of Spain, and our ſubjects remained without any ſatisfaction or reparation for the many grievous loſſes ſuſtained by them; and the methods agreed upon by the ſaid convention, in order to the obtaining future ſecurity for the trade and navigation of our ſubjects, are, contrary to good faith, fruſtrated and defeated; in conſequence of which we found ourſelves obliged, for vindicating the honour of our Crown, and for procuring reparation and ſatisfaction for our injured ſubjects, to order, that general repriſals ſhould be granted againſt the ſaid King of Spain, his vaſſals and ſubjects, and their ſhips, goods, and effects: And whereas the Court of Spain has been induced to colour the open violation of the convention aforeſaid, by reaſons and pretences which are void of all foundation, and at the ſame time, has not only publiſhed an order ſigned by the ſaid King, for ſeizing the ſhips, goods, and effects belonging to us and our ſubjects, wherever they ſhall be met with, but has cauſed ſeizures to be actually made of the goods and effects of our ſubjects reſiding in his dominions, and has alſo ordered our ſaid ſubjects to depart out of the Spaniſh dominions within a ſhort limited time, contrary to the expreſs ſtipulations of the treaties between the two Crowns, even in caſe of a war actually declared: We have taken into our royal and moſt ſerious conſideration, theſe injuries which have been offered to us and our ſubjects, and the manifeſt violation of the ſeveral treaties ſubſiſting between the two Crowns, all which have been, in many particulars, eluded or evaded, by the unwarrantable behaviour of the Court of Spain and their officers, notwithſtanding the repeated inſtances we have given of our deſire to cultivate a good underſtanding with the King of Spain, and the eſſential proofs of our friendſhip and regard for him and his family, which we have demonſtrated to all the world; and being fully ſatisfied, that the honour of our Crown, the intereſt of our ſubjects, and that regard which ought to be had to the moſt ſolemn treaties, call upon us to make uſe of the power which God has given us, for vindicating our undoubted rights, and ſecuring to our loving ſubjects the privileges of navigation and commerce to which they are juſtly intitled; We therefore, relying on the help of Almighty God, who knows the uprightneſs of our intentions, have thought fit to declare, and do hereby declare war againſt the ſaid King of Spain; and we will, in purſuance of ſuch declaration, vigorouſly proſecute the ſaid war, being aſſured of the ready concurrence and aſſiſtance of all our loving ſubjects in ſo juſt a cauſe, wherein the honour of our Crown, the maintenance of our ſolemn treaties. and the trade and navigation of our ſubjects, (which are ſo eſſential to the welfare and proſperity of this nation, and which we are determined at all times with our utmoſt power to preſerve and ſupport), are ſo greatly concerned: And we do hereby will and require our generals and commanders of our forces, our commiſſioners for executing the office of High Admiral of Great Britain, our lieutenants of our ſeveral counties, governors of our forts and garriſons, and all other officers and ſoldiers under them, by ſea and land, to do and execute all acts of hoſtility in the proſecution of this war againſt the ſaid King of Spain, his vaſſals and ſubjects, and to oppoſe their attempts; and we do hereby command, as well our own ſubjects, as advertiſe all other perſons of what nation ſoever, not to tranſport or carry any ſoldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the ſaid King of Spain; declaring, that whatſoever ſhip or veſſel ſhall be met withal tranſporting or carrying any ſoldiers, arms, powder, ammunition, or other contraband goods to any of the territories, lands, plantations, or countries of the ſaid King of Spain, the ſame being taken, ſhall be condemned as good and lawful prize.

Given at our Court at Kenſington, the 19th day of October 1739, in the 13th year of our reign. God ſave the King.

The King of Spain's Declaration of War againſt Great Britain.

The KING.

I. WHEREAS my forbearance can no longer diſſemble with the irregular pretenſions of England, her failure in faith to treaties, and the declaration of war proclaimed lately at London againſt this crown; I, founding on my notorious rights, and ſwayed by what is dictated by a natural defence, am reſolved likewiſe, that, in this court, againſt the Britiſh King, his kingdoms and ſubjects, the ſame ſhall be publiſhed and executed in the like manner in all my dominions by ſea and land, laying on embargoes, and committing all ſorts of hoſtilities againſt the ſubjects of the ſaid nation; and in conſequence thereof entirely to exclude them from all ſorts of commerce and trade in theſe kingdoms and other dominions belonging to this crown; and that at the ſame time all Engliſh-born ſubjects that are not naturalized ſhall immediately withdraw: only ſuch as are in any mechanic office may remain. For which purpoſe I do command that this ſhall be complied with, and executed under the following diſpoſitions and declarations.

II. That for the future the trade and commerce with all the Engliſh ſubjects ſhall be illicit and prohibited, and all their manufactures, merchandizes and produce, as likewiſe whatſoever they ſhall treat, negotiate, and tranſact in theſe kingdoms, in ſuch manner as the prohibition of the ſaid trade is to be underſtood, as I will and underſtand it, to be abſolutely and really forbidding and hindering the importation of the ſaid commodities, produce, goods, merchandizes, and manufactures of the ſaid dominions; purſuant to the prohibition which is made, and I do make, by theſe preſents, to all the vaſſals and ſubjects of England: And I do order and command, that in none of my ports in theſe kingdoms ſhall be admitted any veſſels with the goods, fabrics, or produce of the ſaid dominions, and that no entrance ſhall be granted nor permittance given to introduce the ſame by land, in what manner or form ſoever; and that all the ſaid produce, goods, manufactures, and merchandizes in theſe kingdoms, ſhall be deemed illicit and prohibited, whereſoever they may come from, be found, or ſeized, in ſhips, veſſels, exchanges, ſhops, or houſes of merchants, and any other particular perſons whatſoever, although they be ſubjects and vaſſals of me, or of the kingdoms, provinces, and ſtates, with whom I am in peace, alliance, and in free commerce: With whom it is my royal reſolution at the ſame time to preſerve the peace, as alſo the freedom and liberty of trade, which according thereunto are to be preſerved in theſe kingdoms, and the free admiſſion of their ſhips and traffic in their ſeveral kinds, properly and privately belonging to their countries, provinces, and conqueſts, or manufactured in the ſame And I likewiſe do declare thoſe merchandizes, products, and manufactures, to be illicit and forbidden, which have been manufactured or made in my dominions, or in thoſe of my friends and allies, but have been dyed or whitened by, or conſigned to the Engliſh, and which have by them been made up, and have paid the duties thereof; renewing, as I do renew by this preſent prohibition, as the ſame concerns the ſaid dominions belonging to England, whatſoever is ordained by the laws, cedulas, and pragmatics, iſſued in that reſpect.

III. And in order to know and ſpecify what are the produce, manufactures, and merchandize belonging to the ſaid dominions of England, and what is illicit and prohibited, in caſe any one party grounds his defence thereon; I do order, that the judge before whom an information ſhall be laid, or the goods ſhall be ſeized by way of enquiry or any wiſe whatſoever, ſhall appoint a ſkilful perſon, according to the kind of goods that are ſeized; and the perſon in whoſe poſſeſſion the ſame ſhall be found, and againſt whom any information is laid, ſhall appoint another; who, upon oath, (and under penalty of treaſon, which I decree againſt them if they do not well and faithfully perform their duty), ſhall declare what kind of merchandizes thoſe are that are laid before them, and of what fabric or produce: and in caſe they are decided to be of the ſaid dominions, they ſhall be forthwith declared forfeited; and in caſe thoſe two ſhould not agree, the judge ſhall nominate a third perſon, who ſhall declare in the ſame form, and under the ſame penalty; and in caſe the two referees do agree, execution ſhall be granted without any farther defence in the ſame cauſe. And to the end that they may be informed of thoſe goods and merchandizes that are of the ſaid manufactures, produce, and prohibited goods, to be proper, and eſpecially belonging to the ſaid Engliſh dominions, it is my will that judges ſhall be applied to, who ſhall hear and examine into the minuteſt articles thereunto belonging.

IV. And forthwith I declare all thoſe merchandizes, produce, and manufactures of the ſaid dominions, that ſhall be found in theſe kingdoms, in the poſſeſſion of any one of my ſubjects, or of any inhabitant there, though he be of the kingdoms and eſtates of allies and friends, and in any veſſels, carriages, or vehicles whereſoever they ſhall be found, to be forfeited in caſe of contravention; reſerving in this reſpect to the veſſels and ſhips of our friends and allies, thoſe treaties of peace agreed with them. And I do give the third part of the ſaid forfeiture to my exchequer, one other third part to the judge, and the other third to the informer: ordering both judge and informer to appear as ſoon as ſentence of forfeiture is paſſed, and give a depoſitory ſecurity to make reſtitution in caſe the ſentence ſhould be reverſed. And further, beſides the penalty as aforeſaid, I inflict the pain of death, and the loſs of all their goods, to be forfeited to my exchequer, on thoſe that ſhall import, or give any help or aſſiſtance to the importation thereof into my kingdoms, the crime being regularly proved: and upon thoſe with whom they are found, but who did not import the ſame, I do inflict the penalty of the loſs of the ſaid merchandizes; which, being illicit and prohibited, I apply in three parts in manner aforeſaid. And further, upon regular proof, I do condemn the *mala fide* poſſeſſors of the ſaid prohibited merchandizes, knowing them to be ſuch, in the forfeiture of all their goods, to be appropriated to my exchequer: which perſon, as it is to be underſtood, ſhall declare of whom he has received the ſame; yet in caſe he does not declare the ſame, he ſhall be deemed the chief importer, and ſubject to the ſaid penalties; wherein ſhall be no mitigation, nor arbitration of any judge of what degree ſoever, nor of any tribunal, nor court of judicature, unleſs they have acquainted me therewith.

V. And I do order, that all the places, houſes, and ſhops of merchants and traders, at leaſt from four to four months, (without any fixed day being given) ſhall be viſited, and all the goods found there ſhall be enquired into; and whatſoever ſhall be found to be illicit and prohibited, ſhall be declared as ſuch, and forfeited, the writings being drawn in the uſual form: and in caſe the poſſeſſor ſhould deny the ſame to be of the ſaid prohibited quality, they ſhall proceed to the proof and declaration, by naming ſuch ſkilful perſons as above mentioned, making the ſaid enquiries by dint of office, without any neceſſity of a preceding defamation or information whatſoever; however ſo that they ſhall not have liberty to do the ſame in any private houſes, that are not merchants, unleſs the ſame be notorious by information, or any other legal denunciations, importing, that goods and other commodities prohibited by this cedula, are concealed there. And in order to facilitate the ſaid enquiry, and prove againſt whom it may concern, I do order that all merchants and traders of theſe kingdoms, natives as well as ſtrangers, ſhall keep books of account and tranſactions in the Spaniſh language, wherein they ſhall ſet down and mention therein, whatever they buy, in order to declare and produce the ſame before thoſe judges that ſhall demand the ſame, as often as it ſhall be required. And in reſpect thereunto, I do order that the 61ſt law, tit. 18. of the 6th book of the *Recapitulations*, and the penalties preſcribed therein, be kept ſacred; but without any aim to alter any the leaſt thing mentioned in the ſaid ordinance, as adjuſted with thoſe Kings, Princes, States, and Republics I am in peace with, and according to their alliances of a free trade; which rather are confirmed, and ſhall remain in their full force, as mentioned in the ſame ordinance.

VI. And that no perſon whatſoever, of what quality the ſame may be or hold, may be exempted from any penalty which ſuch prejudicial crimes may require; I do order that none ſhall avail themſelves, in ſo far as regards this, of any privilege or pre-eminence whatſoever, ſuch as, being of any military orders, titular officers, or belonging to the inquiſition, captains, ſoldiers, as well thoſe of my guard, as any ordinary ones of my kingdoms, ſoldiery or artillery, my court ſervants, regiſters, or any others that pretend to be exempted from the ordinary courts of juſtice: And that all that ſhall act in oppoſition to this ordinance, ſhall be puniſhed by the penalties appointed for that purpoſe; and that no exemption nor privilege ſhall help them to any mitigation, nor in any wiſe whatſoever.

VII. And whereas, for the inviolable obſervance of what is ordained,

dained, commanded, and prohibited, in this preſent ordinance, it is neceſſary, for the execution thereof, to prohibit the countries and dominions of the King of England, all trade to theſe kingdoms; it is my will and pleaſure to grant no permiſſion nor licence to import any produce, merchandizes, and manufactures, nor any goods of the ſaid dominions, into this country: and in caſe any is given, I do revoke, annul, and declare the ſame void; commanding my councils, viceroys, tribunals of juſtice, and magiſtrates, with whoſe advice ſuch licences were formerly granted, that from henceforward they give no advice or conſent to ſuch licences; and I forbid all application to me for the ſame, what motive, cauſe, or reaſons ſoever, for that purpoſe, they may have.

VIII. And conſidering it would not be juſt to prohibit the trade of thoſe ſorts of goods, which before the breaking out of the war, and in due time were imported from the Engliſh dominions; as alſo to give no encouragement to import others, which on pretence of their vent may follow; I do declare, that all the merchants that ſhall have in their poſſeſſion, any goods, merchandizes, or produce of the ſaid dominions, within fifteen days after the publication of this my ordinance, which is fixed for a peremptory term, ſhall declare and regiſter the ſame in our court, before the miniſter whom I ſhall appoint to decide thoſe controverſies; and in other cities, towns, and places, before the judges which I ſhall likewiſe nominate; and in caſe there be no ſuch appointed or nominated, before the ordinary court, to whom, in defect thereof, I give the ſame juriſdiction: And thoſe that are not regiſtered before the term of the ſaid fifteen days ſhall be immediately condemned and proceeded againſt according to order. And for the conſumption of thoſe which ſhall be regiſtered, and which ſhall be declared and marked, two months time ſhall be given; which being expired, the merchants and traders ſhall be obliged to deliver the ſaid goods to the cuſtom-houſes; and in thoſe places where there are none, to the public halls or court-houſes: and that the ſame ſhall be ſold by public auction, in the preſence of the miniſter or miniſters deputed for that purpoſe; and, in default of them, of the court; who ſhall deliver the produce thereof to the owners, without power to have any of the ſaid prohibited goods brought again to their ſhops or warehouſes, of what ſort ſoever, according to the formalities heretofore practiſed.

And it is my pleaſure, that all this be complied with and inviolably executed. And to the end that no body may plead any ignorance of what is contained in this ordinance, I do command that the ſame be publiſhed by my council of war in this court, and that they give the neceſſary orders for the execution thereof, according to cuſtom in the like caſes.

Done at Buen Retiro, on the 28th of November 1739.

I the KING.

Don Caſimiro de Uztariz.

Note 10. A liſt of the Fleet under Vice-Admiral Vernon, when he ſailed from England in 1739.

Ships.	*Guns.*	*Men.*	*Commanders.*
Lenox,	70	480	Capt. Colvill Mayne,
Pearl,	40	240	Hon. Edward Legge.
Worceſter,	60	400	Perry Mayne.
Elizabeth,	70	480	Edw. Falkingham.
Burford,	70	500	Edward Vernon, Vice-Admiral of the Blue. Capt. Thomas Watſon.
Kent,	70	480	Thomas Durell.
Strafford,	60	400	Thomas Trevor.
Norwich,	50	300	Richard Herbert.
Princeſs Louiſa,	60	420	Thomas Waterhouſe,
	450	3700	

Note 11. Vice-Admiral Vernon's Line of Battle at the Attack of Porto-Bello 1739.

Ships.	*Guns.*	*Men.*	*Commanders.*
Hampton Court,	70	495	Commodore Brown. Capt. Dent.
Norwich,	50	300	Herbert.
Worceſter,	60	400	P Mayne.
Burford,	70	500	Edward Vernon, Vice-Admiral of the Blue. Capt. T. Watſon.
Strafford,	60	400	T. Trevor.
Princeſs Louiſa,	60	400	T. Waterhouſe.

PORTO-BELLO.

The town ſtands in lat. 9. 33. N. lon. 79. 45. W. on the North ſide of the Iſthmus of Darien, which running from eaſt to weſt betwixt the north and ſouth ſeas, joins the two continents of North and South America. It is ſeventy miles from Panama, which lies on the ſouth ſide of the iſthmus. Porto-Bello has a convenient bay, about a mile deep, with good anchorage and ſhelter for ſhips; it is near a mile broad at the mouth of the harbour. At the entrance on the north ſide of the bay cloſe by a ſteep rock, ſtood a ſtrong caſtle, called the Iron caſtle, mounting ſeventy-eight great guns, with a battery beneath, parallel with the water, of twenty-two guns, the whole garriſoned by 300 men. On the oppoſite ſide of the bay, about a mile farther up, on an eminence, ſtood Gloria caſtle, conſiſting of two regular baſtions toward the ſea, mounting ninety guns, beſides a line of eight guns pointing to the mouth of the harbour: the whole garriſoned by 400 men. A little above this caſtle, near the other end of the town, on a ſandy point running into the bay, ſtood Caſtle or Fort St Jeronimo, a ſort of quadrangular redoubt, ſtrongly built, and mounting twenty pieces of cannon. Under the cannon of the two laſt-mentioned caſtles, all the ſhips in the harbour rode at anchor: and this defence, with artillery mounted on Iron caſtle, rendered the entrance of the harbour extremely difficult. At the bottom of the bay lies the town of Porto-Bello, built along the ſhore in the form of a creſcent. Its length bears no proportion to its breadth, it being narrow, having two parallel ſtreets interſected by a few croſs ones, a parade in the middle of the town, ſurrounded with pretty good houſes. Has two churches, a treaſury, a cuſtom-houſe, and an exchange. The number of houſes may be about 500. The eaſt ſide is low and ſwampy, and the ſea at low water leaves the ſhore within the harbour, a great way, bare, from the houſes: the bottom being a diſagreeable blackiſh mud, extremely fœtid and unwholeſome, from the noxious vapours ariſing from it in this warm climate; for this reaſon the town is but thinly inhabited, except at the time of the fair, which alone raiſes the wealth of the place, it being the market through which is an annual circulation of all the wealth of Peru, and the manufactures of Europe. Here the galleons unlade moſt of their cargoes, and receive in return the gold and ſilver of the new world, which is conveyed acroſs the iſthmus partly by land and partly by means of the river Chagre. It was taken by the Buccaneers in 1688; but being afterwards more ſtrongly fortified, it got the name of being impregnable.

Articles of Capitulation, granted by Edward Vernon, Eſq; Admiral of the Blue, and Commander in chief of his Majeſty's ſhips and veſſels in the Weſt Indies, and Commodore Brown, to Don Franciſco Martines de Retez, Governor of Porto Bello; and Don Franciſco de Abara, Commandant of the Guarda Coſtas at the ſame place. November 22. 1739. *O. S.*

I. That the garriſon be allowed to march out as deſired, upon condition that the King of Great Britain's troops be put in poſſeſſion of the Gloria caſtle before four o'clock this evening, and the garriſon to march out by ten o'clock to-morrow morning.

That the inhabitants may either remove, or remain, under a promiſe of ſecurity for themſelves and their effects.

II. The Spaniſh ſoldiers may have a guard if they think it neceſſary.

III. That they may carry off two cannon mounted, with ten charges of powder for each, and their match lighted.

IV. The gates of Gloria caſtle muſt abſolutely be in poſſeſſion of the King our maſter's troops by four o'clock, and the Spaniſh garriſon ſhall remain in all ſafety for their perſons and effects, till the appointed time for their marching out, and to carry with them the proviſions and ammunition neceſſary for their ſafety.

V.

V. That the ſhips, with their apparel and arms, be abſolutely delivered up to the uſe of his Britannic Majeſty; but that all the officers ſoldiers, and crew, ſhall have three days allowed them to retire, with their perſonal effects; only one officer being admitted on board each ſhip and veſſel, to take poſſeſſion for the King our maſter, and to ſee this article ſtrictly complied with.

VI. That provided the articles above are ſtrictly complied with, and that poſſeſſion be given of Caſtle of St Jeronimo, in the ſame manner as ſtipulated for the caſtle Gloria; then the clergy, the churches, and the town, ſhall be protected and preſerved in all their immunities and properties.

And that all priſoners already taken, ſhall be ſet at liberty before our leaving the port.

Given under our hands on board his Majeſty's ſhip Burford, in Porto-Bello harbour, this 22d day of November 1739. O. S.

E. VERNON.
CHA. BROWN.

Note 12. A Liſt of the Fleet at the taking of Chagre in 1740.

Ships.		*Guns.*	*Commanders.*
Strafford,		60	Edward Vernon, Vice-Admiral of the Blue. Capt. T. Trevor.
Princeſs Louiſa		60	T. Waterhouſe.
Windſor,		60	Hon. Geo. Berkeley.
Falmouth,		50	W. Douglas.
Norwich,		50	R. Herbert.
Greenwich,		50	Cha. Wyndham.
Succeſs,	fire-ſhips,	10	Dan. Hore.
Eleanor,		10	Sir Robert Henley.
Alderney,	bomb-ketches.	8	—— Scot.
Terrible,		8	—— Allen.
Cumberland,		8	Tho. Broderick.
Pompey,	tenders.		
Goodly,			

Deſcription of CHAGRE.

Chagre is a ſettlement of conſiderable importance to Spain, ſituated eighteen leagues weſt of Porto-Bello, at the mouth of a large river of the ſame name. The treaſure of Peru and Chili is brought in two or three ſhips of war to Panama, whence it is conveyed acroſs the iſthmus, partly by land and partly by water, to Porto-Bello. At Panama it is put on mules backs, and in that manner carried eighteen Spaniſh leagues, through the towns of Chagre, Pequeni, and Boqueron; or firſt to Verta de Cruzes, eight leagues from Panama, and twenty-ſix from the mouth of the river Chagre, down which it is conveyed in flat-bottomed boats in three days, if the water be high; elſe they may be from three to twelve days or more, as the river is full of ſhoals, and very ſhallow in ſummer. The caſtle of St Lorenzo, at the mouth of the river Chagre, ſtood on a high hill, aſcended by ſteps cut in the rock, but inacceſſible on the ſouth ſide: it had ſix baſtions, two of which faced the ſea; the walls were palliſades filled with earth, but ſtrong as if built with ſtone, and ſurrounded with a deep ditch. At the foot of the hill is the town, where was a ſmall fort with eight guns, and near it two batteries of ſix guns each.

Articles of Capitulation for the ſurrender of Chagre; agreed on between Edward Vernon, Eſq; Vice-Admiral of the Blue, &c. &c. and Don Juan Carlos Gutierez de Zauallos, captain of foot, and Caſtillans of the caſtle of St Lorenzo, at the mouth of the river Chagre.

I. That, upon his Britannic Majeſty's troops being put in poſſeſſion of the fort of St Lorenzo, at the mouth of the river Chagre, the ſaid Caſtillans, and all his garriſon, be at free liberty to march out without any moleſtation, and may retire into the village of Chagre, or where they pleaſe.

II. That the inhabitants of Chagre may remain in all ſafety in their own houſes, under a promiſe of ſecurity to them and their houſes.

III. That the Guarda Coſta ſloops be delivered up in the condition they are, and the cuſtomhouſe.

IV. That the clergy and churches in Chagre ſhall be protected and preſerved in all their immunities.

Given under my hand on board his Britannic Majeſty's ſhip, Strafford, at anchor before the river Chagre, March 24. 1740.

E. VERNON.

Note 13. A Liſt of his Majeſty's Ships on the American Station, and which aſſiſted General Oglethorpe in his attack of St Auguſtin.

Ships.	*Guns.*	*Commanders.*
Flamborough,	20	Capt. V. Pearce, Commodore.
Hector,	40	Sir Yelverton Peyton.
Squirrel,	20	P. Warren.
Phœnix,	20	C. Fanſhaw.
Tartar,	20	Hon. Geo. Townſhend.
Spence,	8	W. Laws.
Hawke,	8	
Wolf,	8	W. Dandridge.
South Carolina, ſchooner,		R. Tyrrell.

Note 14. Liſt of the Fleet in the Mediterranean, under the command of Rear-Admiral Haddock, &c. 1739. and 1740.

Ships.	*Guns.*	*Men.*	*Commanders.*
Somerſet,	80	615	Nicholas Haddock, Rear-Adm. of the Red. Capt. J. Barnſley.
Lancaſter,	80	600	Tyrw. Cailey.
Berwick,	70	480	Iſ. Townſhend.
Edinburgh,	70	480	Alex. Geddes.
Ipſwich,	70	480	Wm. Martin,
Kent,	70	480	Tho. Durell.
Lenox,	70	489	Colvill Mayne.
Elizabeth,	70	480	Ed. Falkingham.
Prince of Orange,	70	480	W. Davis.
Auguſta,	60	415	Sir Chaloner Ogle, Rear-Adm. of the Blue. Capt. Peter Lawrence.
Pembroke,	60	400	Hon. Fitzroy H. Lee.
Jerſey,	60	400	Edmund Williams.
Dragon,	60	400	Curtis Barnet.
Canterbury,	60	400	Charles Cotterell.
Plymouth,	60	400	Sir Roger Butler.
Superb,	60	400	Hon. W. Hervey.
Sunderland,	60	400	Hon. John Byng.
Advice,	50	300	Chr. Oates.
Falkland,	50	300	J. Oliphant.
Glouceſter,	50	300	Hon. G. Clinton.
Cheſter,	50	300	T. Cooper.
Oxford,	50	300	James Compton.
Eltham,	40	250	Lord Aug. Fitzroy.
Kennington,	20	150	Nich. Robinſon.
Greyhound,	20	150	J. Ambroſe.
Garland,	20	150	Charles Watſon.
Aldborough,	20	150	Geo. Pocock.
Solebay,	20	150	Francis Luſhington.
Dolphin,	20	150	Lord Aubrey Beauclerk.
Durſley galley,	20	150	Tho. Smith.
STORE-SHIP.			
Deptford.	18	120	Watſon.
Carried forward,	1578	10710	

Fire-ships.

Ships.	*Guns.*	*Men.*	*Commanders.*
Brought forward,	1578	10710	
Anne galley,	8	55	Capt. Richard Hughes.
Mercury,	8	55	Lord G. Graham.
Duke,	8	55	Savage Moſtyn.
Sloops.			
Salamander,	14	70	Capt. Henry Harriſon.
Grampus,	14	70	Ed. Peyton.
	1630	11015	

Note 15. A Liſt of the Fleet under the command of Sir John Norris in 1740, deſigned againſt Ferrol. The Princeſs Amelia to lead with the Starboard, and the Torbay with the Larboard Tacks on board.

Frigates.	*Ships.*	*Guns.*	*Commanders.*
	Princeſs Amelia,	80	Capt. J. Hemmington
	Falkland,	50	J. Oliphant.
	Lenox,	70	Colvill Mayne.
Blaze, fire-ſhip.	Princeſs Caroline,	80	Philip Cavendiſh, Admiral of the Blue. Capt. T. Griffin.
	Cambridge,	80	T. Whorwood.
	Lyon,	60	C. Cotterell.
	Kent,	70	T. Durell
	Deptford,	60	Chr. Pocklington.
Etna, fire-ſhip.	Orford,	70	Lord A. Fitzroy.
	Superb,	60	Hon. W. Hervey.
Fox, 20.	Boyne,*	80	Sir John Norris, Admiral and Commander in Chief. Capt. T. Graves.
Wincheſter,	Norfolk,	80	S. Faulknor.
Firebrand, fire-ſhip.	Chicheſter,	80	R. Gerlington.
Princeſs Royal, ſtore-ſhip,	Weymouth,	60	C. Knowles.
	Dunkirk,	60	Ed. Baker.
	Jerſey,	60	Ed. Williams.
	Prince of Orange,	70	W. Davis.
	Shrewſbury,	80	Sir Chaloner Ogle, Rear-Admiral of the Blue. Capt. J. Townſhend.
	Elizabeth,	70	Ed. Falkingham.
	Auguſta,	60	T. Laurence.
	Torbay,	80	Chr. Parker.

* His flag was at firſt hoiſted on board the Victory; but ſhe, being diſabled in a ſtorm, returned to refit.

Note 16. Liſt of the Fleet under the command of Sir John Norris, on his firſt cruize in 1741.

Ships.	*Guns.*	*Commanders.*
Victory,	100	Sir J. Norris, Admiral. Capt. Faulknor.
Royal George,	100	Ed. Falkingham.
Royal Sovereign,	100	R. Allen.
St George,	90	Ph. Cavendiſh, Admiral of the Blue. Capt. W. Dilkes.
Duke,	90	S. Mead.
Marlborough,	90	Alex. Geddes.
Cambridge,	80	Jos. Lingen.
Bedford,	70	Ja. Cornwall.
Buckingham,	70	J. Towry.
Naſſau,	70	H Medley.
Elizabeth,	70	T. Durell.
Lenox,	70	Ja. Compton.
Eſſex,	70	R. Robinſon.
Argyle,	50	H. Harriſon.
Aſſiſtance,	50	Roger Martin.
Ruby,	50	Row. Frogmore.
Goſport,	44	Will. Ellis.
Blaze, Lightning, fire-ſhips,	8 8	Sol. Gideon.

Note 17. A Liſt of the Fleet under Sir John Norris, ſecond expedition in 1741.

Ships.	*Guns.*	*Commanders.*
Victory,	100	Sir J. Norris. Capt. Faulknor.
St George,	90	Philip Cavendiſh. Capt. William Dilkes.
Royal George,	100	Ed. Falkingham.
Royal Sovereign,	100	R. Allen.
Barfleur,	90	Wm Marſh.
Neptune	90	J. Lovett.
Sandwich,	90	C. Brown.
Naſſau,	70	H. Medley.
Buckingham,	70	J. Towry.
Newcaſtle,	50	Lord Forreſter.
Port-Mahon,	20	Hon. H. Aylmer.
Sutherland, ſtore-ſhip,		
Blaze, Scipio, fire-ſhips.		Sol. Gideon. W. Campbell.

Note 18. A deſcription of Fort Louis, (ſee Note 58.)—Iſle de Vache,—The city of Carthagena in New Spain,—with a Liſt of the General Officers, and the land and ſea forces ſent againſt it in 1741.

The Iſle de Vache.

Vache or Coro's iſland is about three leagues from Port Louis, in the iſland of St Domingo. It is between five and ſix leagues long. Its ſoil is very good; and it has ſeveral tolerable harbours, ſome of which are capable of receiving large ſhips. There are plenty of wild cattle and hogs on the iſland.

A deſcription of Carthagena in New Spain.

Carthagena is a large, rich, ſtrong city in South America, and capital of a province of the ſame name on the coaſt of Terra Firma; is a biſhop's ſee, and ſtands on one of the fineſt harbours in the world. Lat. 10. 27. N. Lon. 75. 22. W. To this harbour the galleons come annually, and in them are conveyed to Old Spain all the revenues of Terra Firma and New Granada. It was taken by the Engliſh in 1585, and by the French, under M. de Pointis, in 1697, who found a great booty here. The city is in a great meaſure ſurrounded with water; it is divided into two unequal parts, the city of Carthagena, and its ſuburb called Ximani. The walls of the former are waſhed by the waves of the Bay of Mexico; but on account of ſome rocks and perpetual ſurf there is no approaching it on that ſide: the water on the outſide of the harbour is ſeldom ſmooth, ſo that landing is at moſt times difficult. The only entrance to the habour is upwards of two leagues to the weſtward of the city, between two narrow peninſulas, the one called Terra Bomba, the other called the Baradera; this entry is called Bocca Chica, or the little mouth, and is ſo narrow that only one ſhip can enter at a time. It was defended on the Terra Bomba ſide by a fort called St Louis, a regular ſquare, with four baſtions, mounted with eighty-two pieces of cannon, and three mortars, but the counterſcrap and glacis were not completed: to this were added fort St Philip, mounted with ſeven guns, and fort St Jago of fifteen guns, and a ſmall fort of four guns, called Battery de Chamba; theſe ſerved as outworks to fort St Louis. On the other ſide of the harbour's mouth lies a faſcine battery of fifteen guns, called the Baradera; and in a ſmall bay at the back of that, another battery of four guns; and facing the entrance of the harbour, on a ſmall flat iſland, ſtood fort St Joſeph of twenty-one guns. From this fort, to fort St Louis, a ſtrong boom, made of logs and cables, was laid acroſs, faſtened with three large anchors at each end; and juſt behind the boom were moored four ſhips of the line, on board of the largeſt of which Don Blas de Leſo the Spaniſh Admiral had his flag. As the mouth of the harbour was ſo narrow that only one ſhip could enter it at a time, theſe ſpread acroſs the entrance ſo completely that no ſhip could poſſibly paſs either ahead or aſtern of them. Beyond this paſſage lies the great lake or outer harbour of Carthagena, ſeveral leagues in circumference, and land-locked on all ſides. About mid way to the town it grows narrower. And within leſs than a league of it, two points project into the lake from the inner harbour. On the northmoſt of theſe was a ſtrong fort called Caſtillo Grande, being a regular ſquare with four baſtions, defended to the land by a wet ditch and glacis proper: the face of the curtain towards the ſea was covered by a ravelin and a double line of heavy cannon. The number of guns in this fort was fifty-nine, though there were embraſures for ſixty-one. On the oppoſite point was a horſe-ſhoe battery of twelve guns, called Fort Mancinilla: in the middle, between theſe two forts, is a large ſhoal with only a few feet water on it, on each ſide of which were ſunk large ſhips, in order to prevent the Britiſh ſhips from approaching the town. At the end of the inner harbour ſtands the city of Carthagena, on two flat ſandy keys or iſlands, well fortified to the land, by the powers of art, aſſiſted by the lakes and moraſſes running round it. On the fortifications of the city are mounted one hundred and ſixty guns, and on thoſe of the ſuburbs, one hundred and forty. South of the city, about a quarter of a mile from the Ximani gate, ſtands fort St Lezar. It is ſituated on an eminence about fifty or ſixty feet high, and is compoſed of a ſquare of fifty feet, having three demi-baſtions and two guns in each face, one in each flank, and three in each curtain. It completely commands the town; but there is a hill about four hundred yards from it, which overlooks it and commands it entirely, and from which it ought to have been attacked by heavy cannon and mortars.

Land Forces ſent againſt Carthagena.

General and Staff Officers.

~~Major~~ General Charles Lord Cathcart, Commander in Chief.
Brigadier-Generals, Thomas Wentworth,
John Guiſe,
William Blakeney.
Colonel Alexander Spotiſwood, Quarter-Maſter-General.
Colonel Edward Wolf, Adjutant-General.
Captains, Anthony Harman,
William Rufane, Majors of Brigade.

	Land-Forces.	*Men.*
Regiments of Foot.	15 Harriſon,	1000
	24 Wentworth,	1000
Marines.	Fleming,	1000
	Robinſon,	1000
	Lowther,	1000
	Wynyard,	1000
	Douglas,	1000
	Moreton.	1000
	Carried forward,	8,000

	Men.
Brought forward,	8000
Artillery, and detachments from other Regiments,	1000
The American Regiment,	2500
Negroes,	500
Total of the Land Forces,	12,000

Naval Force.

The Princeſs Amelia to lead with the Starboard, and the Suffolk with the Larboard Tacks on board.

Frigates.	*Rates.*	*Ships.*	*Commanders.*	*Guns.*	*Men.*	
	3	Princeſs Amelia,	Capt. Hemmington,	80	600	Sir Chaloner Ogle, Kt, Rear-Admiral of the Blue.
	4	Windſor,	Berkeley,	60	400	
		York,	Cotes,	60	400	
Experiment,	3	Norfolk,	Graves,	80	600	
Sheerneſs, Veſuvius,		Ruſſell,	Sir Chaloner Ogle, Capt. M. Norris,	80	615	
Terrible, bomb,		Shrewſbury,	Townſend,	80	600	
Phaeton,	4	Rippon,	Jolly,	60	400	
Goodley,		Litchfield,	Cleland,	50	300	
		Jerſey,	Lawrence,	60	400	
		Tilbury,	Long,	60	400	
Squirrel,	3	Orford,	Lord A. Fitzroy,	70	480	Ed. Vernon, Eſq; Vice-Adm. of the Blue, and Com. in Chief.
Shoreham,	4	Princeſs Louiſa,	Stapleton,	60	400	
Eleanor,		Worceſter,	P. Mayne,	60	400	
Seahorſe,	3	Chicheſter,	R. Trevor,	80	600	
Strombolo, Succeſs,		Princeſs Caroline,	Edward Vernon, Capt. T. Watſon,	80	620	
Vulcan,		Torbay,	Gaſcoigne,	80	600	
Cumberland,	4	Strafford,	T. Trevor,	60	400	
Alderney, bomb,		Weymouth,	Knowles,	60	400	
Pompey,		Deptford,	Moſtyn,	60	400	
A brig-tender,	3	Burford,	Griffin,	70	480	
	4	Defiance,	John Trevor,	60	400	
		Dunkirk,	Cooper,	60	400	
Aſtrea,		Lyon,	Cotterell,	60	400	
Wolf,	3	Prince Frederick,	Lord A. Beauclerk,	70	480	
Etna, Firebrand,		Boyne,	R. Leſtock, Capt. Colby,	80	615	
Virgin Queen,		Hampton Court,	Dent,	70	480	
	4	Falmouth,	Douglas,	50	300	
		Montagu,	Chambers,	60	400	
	3	Suffolk,	Davers,	70	480	

The following ſhips compoſed part of Sir C. Ogle's Fleet when he ſailed from England, viz. the

Cumberland,	80 guns,	Capt. Steuart.
Buckingham,	70	Mitchell.
Prince of Orange,	70	Oſborn.
Superb,	60	Hon. T. Hervey,

But in Lat. 17. 54. the three laſt ſhips were ſo diſabled by a ſtorm, that the Admiral ſent the Buckingham to England, and the other two to Liſbon, under convoy of the Cumberland.

A Liſt of the Frigates, with their rates and Captains names, together with ſuch other ſhips of the line as followed the fleet to Carthagena.

Ships.	*Guns.*	*Men.*	*Commanders.*
Diamond,	40	240	
Angleſey,	40	240	Capt. Reddiſh.
Ludlow Caſtle,	40	240	Boys.
Experiment,	20	160	Renton.
Seahorſe,	20	160	Limeburner.
Sheerneſs,	20	160	Maynard.
Shoreham,	20	160	Boſcawen.
Squirrel,	20	160	Warren.
Aſtrea,	12	100	
Cumberland,	10	100	Broderick.
Wolf,	10	100	
Eleanor,	10	100	Colby,

FIRE-SHIPS.

Ships.	*Guns.*	*Men.*	*Commanders.*
Etna,	8	60	Capt. Fenwick.
Firebrand.	8	60	Barnard.
Phaeton.	8	60	Kennedy.
Strombolo,	8	60	Hay.
Veſuvius,	8	60	Gay.
Vulcan,	8	60	Pellet.
Succeſs,	8	60	Hore.

BOMB-KETCHES.

Ships.	*Guns.*	*Men.*	*Commanders.*
Terible,	8	50	Capt. Allen.
Alderney,	8	50	Scot.

HOSPITAL SHIPS.

Ships.	*Men.*	*Commanders.*
Princeſs Royal,	45	Capt. Tucker.
Scarborough,	45	Carter.

Total Seamen, 15,398

Ships that followed the fleet from Jamaica.

Ships.	*Guns.*	*Men.*	*Commanders.*
Auguſta,	60	400	Capt. Denniſton.
Norwich,	58	300	Herbert.

CUBA *Iſland.*

The iſland of Cuba is ſtyled one of the greater Antilles, and lies in the Atlantic ocean, between 19 deg. 50 min. and 23 deg. 20 min. North latitude, and between 73 deg. 50 min. and 85 deg. 20 min. Weſt longitude. It is about 660 miles long, but of unequal and diſproportionate breadth, in ſome places not more than forty miles acroſs, in others near 120. It is about ſixty miles to the weſtward of the iſland of Hiſpaniola or St Domingo, and about ſeventy-five north of the iſland of Jamaica, and by its ſituation entirely commands the gulphs of Mexico and Florida, and the Windward paſſage; whence it is called, with great propriety, the key to the Weſt Indies, and beſides the Havanna, contains many excellent harbours. It was diſcovered by the famous Columbus in 1492, and by him called Ferdinandina, in honour of Ferdinand V. King of Spain, from whom he had his commiſſion, but it ſoon recovered its original name of Cuba. In 1511, John Velaſquez conquered it, and, in the courſe of a few years, entirely extirpated, by the moſt dreadful cruelties, all the inhabitants; by which means this fruitful iſland is very thinly inhabited. Perhaps the true reaſon which induced the Spaniards to put the innocent natives to death, was the covetous deſire of poſſeſſing their wealth; for, firſt when the Spaniards eſtabliſhed themſelves here, the natives had ornaments of gold about their perſons, which led the Spaniards to conjecture that there were mines of that metal in the iſland. If there are any ſuch, they have either never been diſcovered, or elſe found too ſmall to be worked with any advantage. What gold the natives had, was waſhed down by the torrents from the mountains, and found by them in the ſand at the bottom of rivers. The only mines which the Spaniards have wrought, are thoſe of copper, which furniſhes their foundaries of cannon with this metal. The only winter known here is in the months of July and Auguſt, when the ſun is almoſt vertical: then they have violent ſtorms of wind, accompanied with heavy rains and dreadful peals of thunder and lightning, which tend greatly to mitigate the extreme heat of the climate. The faireſt ſeaſon is when the ſun is at the greateſt diſtance from them: it is then hotteſt in the morning; for towards noon the ſea-breeze ſprings up, which blows pretty briſk until the evening. The trade-winds in thoſe ſeas blow from the north-eaſt. At full and change of the moon, from October to April, they have briſk winds at north and north-weſt, which, in December and January, often turn into ſtorms, though this is called the fair ſeaſon. As to ſoil, this iſland is ſaid to have in general the beſt land of any iſland in America, and is capable of producing prodigious quantities of all the commodities furniſhed by that quarter of the world; particularly, ginger, long-pepper, and other ſpices; caſſia, maſtic, aloes, large cedars, and other odoriferous trees; oaks, pines, palm-trees, cotton-trees, with abundance of large vines, and excellent tobacco, beſides plenty of pine-apples, and all other tropical fruits. Here are alſo many large walks of cocoa trees, and good ſugar-works, ſome of which are worked with horſes, and others by water-mills, and are ſaid to make the beſt ſugars in the Weſt Indies, though in no great quantity, for want of hands to cultivate the canes. A ridge of mountains runs from one end of the iſland to the other, from whoſe ſides run down many rivers, two of which are very conſiderable, and beſides beſtowing verdure and coolneſs as they paſs, are ſtored with excellent fiſh; but theſe rivers are full of large alligators, as the ſeas which ſurround this iſland are of ſharks. Adjacent to this iſland are great conveniences for making ſalt and catching fiſh. It alſo abounds with horſes, mules, ſheep, wild boars, hogs, and cattle of a larger and better breed than in any other part of America. The woods abound with parrots, and all other wild birds that are commonly found in this climate. All ſorts of tame poultry and pigeons thrive extremely well; here too are found plenty of large tortoiſes. The black cattle that the Spaniards brought hither when they formed ſettlements on the iſland, have multiplied to an amazing degree, inſomuch that large herds of them run wild in the woods, and are killed merely for their hides and tallow; the carcaſes, if good, and not too diſtant from any of the ports of the iſland, are cut in pieces and cured for the uſe of the ſhipping. Here are quarries of flint, and ſprings of a bituminous ſubſtance, which is uſed for ſhips inſtead of pitch. Tobacco may be conſidered as the ſtaple commodity of Cuba, great quantities of which, both in leaf and ſnuff, are exported from the Havanna to all the Spaniſh colonies in America, beſides what is ſhipped for the mother country. Another of its trading articles is Campeachy-wood, which merchants bring from that place in the flota, and convey to Spain with their other traffic. This iſland, together with the Spaniſh part of the iſland of Hiſpaniola and the iſland of Porto Rico, carries on a conſiderable commerce with the Spaniſh Main, with what they call their Barlevento fleet, conſiſting of ſix large ſhips, well armed, which annually make the tour of theſe iſlands, and then proceed to the ports on the Terra Firma with their traffic; their buſineſs is alſo to clear the ſeas of pirates and illicit traders. Regiſter-ſhips from Old Spain arrive here occaſionally.

No iſland is more capable of improvement than Cuba; but, as has been juſtly obſerved of it, there are at preſent more churches than farms, more prieſts than planters, and more lazy bigots than uſeful labourers; and to theſe misfortunes it is owing, that the largeſt and beſt iſland in the Weſt Indies, where the luxuriance of the ſoil is ſuch, that, beſides yielding plenty of food for the inhabitants, its productions would prove the ſource of a moſt lucrative commerce, does not produce for exportation, even including its tallow, hides, tobacco ſnuff, &c. &c. ſo much as the ſmall iſland of Antigua: So great is the difference between ſloth and induſtry, liberty and ſlavery. The iſland is divided into two governments or diſtricts, viz. the Havanna, (a deſcription of which ſee at No 193. in the Appendix to the third volume of this work), and St Jago.

St JAGO *de* CUBA.

St Jago de Cuba, once the capital of the iſland, was built by Velaſquez, the firſt conqueror; and lies in lat. 20. 15. N. lon. 76. 40. W. It is ſituated at the bottom of a ſpacious bay, about two leagues from the ſea. The entrance into this bay is narrow for ſeveral miles, but within it are little iſlands forming a moſt commodious harbour and ſhelter from ſtorms. It is extremely difficult of approach, the entrance being defended by a ſtrong fort, ſeveral batteries, and in war-time has a ſtrong boom laid acroſs it. Since the Havanna became the ſeat of government, this city has declined very much. It is ſtill the ſee of a biſhop, with a cathedral, where the canons are reſidentiary, but the mitred chief reſides at the Havanna, whither alſo is flown the flouriſhing commerce which this city formerly poſſeſſed. It is ſtill a diſtinct government, and has juriſdiction over one half of the iſland. The city is fortified, but the works are fallen ſo much to decay, that the place would have been unable to make any ſtand againſt an army attacking it by regular approaches. On the ſame ſide of the iſland lies Cumberland bay.

CUMBERLAND HARBOUR.

Cumberland Harbour lies about eleven leagues ſouth weſt from the entrance of the harbour of St Jago, in lat. 20. 30. N. and lon. 76. 50. W. in the ſouth-eaſt part of the iſland of Cuba, and was formerly called Walthemham, until General Wentworth and Admiral Vernon changed its name, in honour of his Royal Highneſs the Duke of Cumberland. It is one of the beſt harbours in the Weſt Indies, capable of containing any number of ſhips, and of ſheltering from hurricanes; the country round it is of a fine rich ſoil, and abounds with cattle. The river falling into it, which our generals named Auguſta, is a fine freſh water river, and navigable for more than three leagues. Between this and St Jago, the country is covered with thick impenetrable woods.

Note 19. A Liſt of the Fleet ſent againſt St Jago de Cuba, and Cumberland Harbour.

Frigates.	*Ships.*	*Guns.*	*Men.*	*Commanders.*
Shoreham, Alderney,	Cheſter,	300	50	Capt. Long,
Strombolo,	Grafton,	480	70	Rycaut,
Phaeton, Bonetta,	Boyne,	620	80	Ed. Vernon, Vice-Adm. of the White. Capt. T. Watſon.
Princeſs Royal,	Worceſter,	400	60	Cleland,
Pompey, Triton,	Tilbury,	400	60	Dent,

Experiment,

Frigates.	*Ship.*	*Guns.*	*Men.*	*Commander.*
Experiment,	Kent,	480	70	Capt. Mitchell,
Sheerneſs, Veſuvius,	Cumberland,	615	80	Sir Chaloner Ogle, Rear-Admiral of the Red. Capt. M. Norris.
Scarborough,	Tyger,	300	50	Herbert.
	Montagu,	400	60	Chambers.

Note 20. Liſt of the Fleet under the Command of Vice-Admiral Haddock, in the Mediterranean, in 1741.

Ships.	*Guns.*	*Commanders.*
Marlborough,	90	N. Haddock. Capt. T. Graves.
Somerſet,	80	Geo. Slaughter.
Lancaſter,	80	Tyr. Cailey.
Ipſwich,	70	Wm. Martin.
Pembroke,	70	Hon. W. Lee.
Warwick,	60	John Toller.
Plymouth,	60	Charles Watſon.
Dragon,	60	Curtis Barnet.
Saliſbury,	50	Peter Oſborne.
Oxford,	50	J. Ruſſell.
Guernſey,	50	Hon. J. Forbes.
Dartmouth,	50	Temple Weſt.
Panther,	50	Sol. Gideon.
Folkeſtone,	40	G. Balchen.
Feverſham,	40	Nath. Watſon.
Roebuck,	40	J. Brett.
Mary Galley,	20	J. Durrell.
Winchelſea,	20	Eſſex Holcomb.
Durſley Galley,	20	James Hodſoll.
Garland,	20	Henry Godſalve.
Xebeque,	8	G. Durell
Duke, fire-ſhips.	8	Rue.
Anne Galley,	8	Rd. Hughes.
Mercury,	8	Moſes Peadle.
Salamander, bomb,	8	M. de l'Angle.

Copy of the letter which Captain Barnet of his Majeſty's Ship the Dragon of 60 guns, wrote to Admiral Haddock, giving an account of his rencounter with the Chevalier de Caylus.

Dragon, Saturday 25*th July* 1741.

At ten in the morning, being about twelve leagues to the weſtward of Cape Spartel, ſtanding to the eaſtward, with the wind at N. by E. we ſaw three ſail from the maſt-head bearing E. N. E. to which we gave chaſe. At 11 we ſaw them from the deck, their topſails out of the water, and by our nearing them ſo faſt, and the alteration in their bearing from us, we judged they were ſteering to the ſouthward of the weſt. About twelve, finding we did not continue to near them, we concluded they had tacked; but it being then hazy, could not diſtinguiſh with our glaſſes which tack they were upon, till towards one o'clock, when we ſaw plainly that they were large ſhips ſteering for the Straight's mouth, and by the cut of their ſails knew they were not Engliſh. Between four and five in the afternoon we ſaw their hulls plain: two of them appeared to be large ſhips, and the other a frigate; and as we had certain advice that two large Spaniſh Regiſter ſhips were ready at Cadiz, and would ſail the firſt opportunity, we concluded they had heard that the Admiral was gone to Lagos for water, and thinking the coaſt clear, were making uſe of the freſh northerly wind, which had blown more than twenty-four hours, to get to the ſouthward. Towards ſun-ſet they hoiſted French colours, and (as we thought), the ſmalleſt ſhip a pendant. We hoiſted Dutch colours. They hauled down theirs at ſun-ſet, and we did the ſame. We were then about a league from them, and two from Cape Spartel, with very little wind. I had only the Folkſtone near me. The Feverſham, having chaſed to the ſouthward in the morning, was but juſt in ſight, and the Mary Galley, ſailing ill, was two leagues a ſtern. I called to Capt. Balchen, aſked what he thought of them, and found that he and his officers were of the ſame opinion with me and mine as to all particulars, and we made no doubt but they were the two Regiſter-ſhips, and a Spaniſh frigate; ſo we continued our chace. It was calm from eight till ten, when a breeze came up weſterly, and about half an hour after eleven, we came up with that which we judged the largeſt ſhip, as Capt. Balchen did about the ſame time with the frigate. I aſked what the ſhip was, and whence they came: they ſaid, we are French from Martinico. I bid them bring too. They ſaid, it was the King's ſhip, and they would not ſtop for any body. I told them, I was an Engliſh man of war, and muſt ſpeak to them. They anſwered, they were going their courſe, and I might go that I liked beſt. I was by this time got very near, and told them if they were French men of war, I was very far from intending to offer any inſult or indignity; that they had no reaſon to make any difficulties in the affair, being at peace with all Europe. But as we were at war with Spain, being a cruizer, it was my duty to be ſatisfied that they were not Spaniards; and therefore deſired they would ſhorten ſail that I might ſend my boat on board them. They told me the commandant was a-head and I might go to him. I ſaid, that would take time, and I was afraid of being drawn into the Straights, therefore inſiſted on their letting my boat go on board them. They ſaid, No; and bid me *be gone*. I then told them, I aſked as a favour what I was in a condition to compel them to; and that if they obliged me to it, they were anſwerable for the conſequences; and therefore, if they were French, I conjured them to prevent the miſchief that might happen. But all my intreaties had no effect; their anſwers growing more pert as I appeared unwilling to uſe any thing but words to bring them to reaſon. So that at length I fired a ſhot a-head of the ſhip, and then told them, you have obliged me to go thus far, and now I tell you plainly, if you will not allow me to ſend my boat on board you, I will give you my broad-ſide. They bid me fire again at my peril. I then ordered two or three ſhot to be fired into them; which they returning, an engagement began.

Capt. Balchen, who had been all this time reaſoning in the like manner with the Captain of the frigate, finding me engaged, began to fire on her, and kept a very ſmart one. The ſhip I engaged had been ſome time inclining to the ſouthward The frigate Capt. Balchen engaged was to the northward, which occaſioned our being too far from each other. It was about twelve o'clock when we began, and after an hour's hot firing, the Commandant backed a-ſtern, and got on the Folkſtone's larboard bow (while the frigate was on his ſtarboard ſide), firing his after guns on the Folkeſtone, and thoſe forward on me, which I durſt not venture to return for fear of firing into the Folkſtone. We continued in this ſituation near an hour, in which time I pretty nearly ſilenced the ſhip I was engaged with, ſhe continuing to ſheer from me, as the frigate did from, the Folkſtone.

The Commandant continued backing a-ſtern. I thought his fire would ſoon be too hot for the Folkſtone, and therefore endeavoured to get between them; but all my after braces being ſhot, it was ſome time before I could bring the ſhip to the wind, and all that while was raked by the fire of the ſhip I had engaged, and that of the frigate. By this time Capt. Balchen's rigging was ſo much cut, that he had no ſort of command of the ſhip, which came to with her head to the ſouthward, and the Commandant made ſail before I could get near him, ſo I lay to for about half an hour to knot and ſplice, and then made ſail after him, keeping within gun-ſhot in order to renew my attack at day-break. Capt Balchen followed me as ſoon as it was poſſible for him to put his rigging in any ſort of order. The Feverſham came up with him about four o'clock, and they were both within about two miles of me at day break; when I found the ſhips we were purſuing had all their ſails ſet, except ſtudding ſails, going before the wind, which however they ſoon after ſhortened, and then brought to, hoiſted French colours, and fired a gun to leeward. Upon which I brought to, and ſent an officer with a flag of truce to the Commandant, to aſſure him that I was very far from intending the leaſt inſult or indignity, and that all that had happened was to be attributed to the obſtinacy of the Captain of the ſhip I engaged, who treated me with great contempt, and unpoliteneſs, and thereby gave me ſtill more reaſon to doubt his being a Frenchman. He aſked the officer, if the Captain of that ſhip did not tell me to go up to him, who ſaid, Yes; but it was eaſy for him to have given me all the ſatisfaction I wanted; that the getting up to him the Commandant, as there was little wind, required time; and I was afraid of being drove into the Straits, which it was my duty to avoid. He ſaid he made no doubt but that we were at war with them, from the manner of our attacking them; and then, before all his officers, deſired mine to declare, on his honour, if there was war between England and France, who aſſured him we had neither orders nor intentions to commit hoſtilities againſt them.

The Commandant was the Chevalier Caylus in the Borće of 64 guns. The names of the other ſhips my officer forgot, but ſaid they told him one of them was about 50, and the other 30 guns. That the Captain of the fifty gun ſhip was killed, and twenty-five men, but that they had received little damage; however one of our boats crew ſays he ſaw ten dead men on board her, and her ſails were very much ſhattered. I had four men killed and fourteen wounded. Among the latter is Lieut. Amherſt, who has loſt part of the calf of his leg, but I hope in no danger. Capt. Balchen had ſeven men killed and eight wounded, but no officer hurt.

The Folkſtone's lower maſts are all condemned by ſurvey. My mizen-topmaſt only is diſabled. We both ſuffered in our rigging and ſails; but the damage to the ſhips hulls is very inconſiderable.

Note 21. Liſt of the Fleet with Admiral Vernon at Porto-Bello, in 1742.

Ships.	*Guns.*	*Commanders.*
Boyne,	80	Ed Vernon, Vice Admiral. Capt. Watſon.
Cumberland,	80	Sir Chaloner Ogle, Kt, Rear-Admiral. Capt. M. Norris.
Kent,	70	Mitchell.
Orford,	70	P. Mayne.
Worceſter,	60	Cleland.
Defiance,	60	Hore.
York,	60	Cotes.
Montagu,	60	Chambers.
St Alban's,	50	Knight.
Greenwich,	50	Allen.

Deſcription of the Iſthmus of Panama.

This iſthmus which ſeparates the great South ſea from the Gulf of Mexico, is no more than eighteen Spaniſh leagues broad, from Porto-Bello to Panama. The treaſure of Peru and Chili is brought in two or three ſhips of war, accompanied by merchant-ſhips, to Panama, from whence it is ſent to Porto-Bello on mules, through the towns Venta de Chagre, Pequini, and Boqueron. There is another route acroſs the iſthmus, and not ſo mountainous as the former, viz. from Panama to Venta de Cruzes, eight leagues, where the treaſure is put on board flat boats, and fall down the river to Chagre, from whence Cruzes is diſtant twenty-ſix Spaniſh leagues. This voyage is performed in three days, if the river be high; elſe they may be from three to twelve days or more, the river being full of ſhelves, and very ſhallow in ſummer. When this is the caſe, the treaſure is ſometimes carried through a level country to Ris Brazas, which falls into the river of Chagre, and there embarked. Sir Harry Morgan marched acroſs the iſthmus and took Panama by aſſault, burnt the city, carried off an immenſe booty to Cruzes, and there put it on board boats, and conveyed it down the river to the caſtle of Chagre, of which he was in poſſeſſion.

Deſcription of the Baſtimentos Iſlands.

A cluſter of iſlands near the coaſt of Mexico, in the province of Darien, at the mouth of the Bay of Nombre de Dios, in Lat 9. 40. N. Lon. 78. 35. W. a little to the eaſtward of Porto-Bello. They form a large and ſafe harbour, and abound in excellent water.

Deſcription of the iſland of Rattan or Ruatan.

It is ſituated in Lat. 17. 6. N. and Lon. 88. 12. W. in the Bay of Honduras, eight leagues from the Moſquito ſhore, and about two hundred W. and S. from the iſland of Jamaica. It is about thirty miles long, and thirteen broad where broadeſt: it contains about 250,000 acres. Its coaſt is of difficult approach, on account of a number of rocks and ſhoals. It has one very good harbour, called Port Royal, the entrance to which is ſo narrow that only one ſhip can come in at a time. The iſland is overgrown with wood, but very healthy and well watered. Here are ſome wild hogs and deer, with all the birds and reptiles found in this climate.

Note 22. Liſt of the Fleet in the Mediterranean, when the command devolved on Commodore (afterwards Rear-Admiral) Leſtock, 1742.

Ships.	*Guns.*	*Commanders.*
Neptune,	90	Rd Leſtock, Commodore. Capt. Ja. Young.
Barfleur,	90	W. Rowley.
Marlborough,	90	Tho. Graves.
Lancaſter,	80	Tyr Cailey.
Somerſet,	80	Geo. Slaughter.
Bedford,	70	Ja. Cornwall.
Eſſex,	70	N. Robinſon.
Naſſau,	70	H. Medley.
Hampton Court,	70	Digby Dent
Royal Oak,	70	Ph. Vincent.
Ipſwich,	70	Willliam Martin.
Buckingham,	70	Robert Young.
Lenox,	70	Col. Mayne.
Pembroke,	60	Hon. F. H. Lee.
Warwick,	60	Eſſex Holcomb.
Dragon,	60	C. Watſon.

Ships.	*Guns.*	*Commanders.*
Plymouth,	60	G B. Rodney.
Rupert,	60	J. Ambroſe.
Kingſton,	50	Richard Norris.
Guernſey,	50	Hon. J. Forbes.
Dartmouth,	50	T Weſt.
Romney,	50	T. Smith.
Wincheſter,	50	Ja Lloyd.
Saliſbury,	50	P. Oſborne.
Folkſtone,	40	Geo Balchen.
Winchelſea,	20	M de l'Angle.
Durſley-galley,	20	Rd Hughes.
Ann-galley. fireſhip,	8	Ja. Hodſoll.
Salamander, bombs,	8	J. Wickham.
Carcaſe,	8	Rd Watkins.

Note 23. Liſt of the Fleet in the Mediterranean when Admiral Matthews aſſumed the command, 1744.

Ships.	*Guns.*	*Men.*	*Commanders.*
Namur,	90	770	T. Matthews, V. Ad. of the Red. Capt J Ruſſell.
Neptune,	90	780	Richard Leſtock, Rear-Adm. of the Red. Capt. Geo. Stepney.
Barfleur,	90	750	W. Rowley.
Marlborough,	80	600	T. Graves.
Somerſet,	80	600	Geo. Slaughter.
Princeſs Caroline,	80	600	Henry Oſborne.
Norfolk,	80	600	Hon. J. Forbes.
Ipſwich,	70	480	William Martin.
Bedford,	70	480	Ja. Cornwall.
Eſſex,	70	480	Rich. Norris.
Royal Oak,	70	480	Edmund Williams.
Buckingham,	70	480	J. Towry.
Stirling Caſtle,	70	480	T. Cooper.
Elizabeth,	70	480	Joſ. Lingen.
Kingſton,	60	400	John Lovett.
Warwick,	60	400	Eſſex Holcomb.
Rupert,	60	400	J. Ambroſe.
Dragon,	60	400	C. Watſon.
Dunkirk,	60	400	C. W. Purvis.
Chatham,	50	350	Hon. G. Townſhend.
Guernſey,	50	350	S. Corniſh.
Rocheſter,	50	350	Arthur Scott.
Panther,	50	350	Sol Gideon.
Oxford,	50	350	Harry Powlett.
Dartmouth,	50	350	T. Weſt.

Romney,

Ships.	*Guns.*	*Men.*	*Commanders.*
Romney,	50	350	T. Grenville.
Newcaſtle,	50	350	T. Fox.
Saliſbury,	50	350	P. Oſborne.
Wincheſter,	50	350	Ja. Lloyd.
Leopard,	50	350	Lord Forreſter.
Feverſham,	40	250	Richard Hughes.
Diamond,	40	250	Ja. Hodſoll.
Durſley galley,	20	130	M. de l'Angle.
Kennington,	20	130	Davis.
Winchelſea,	20	130	W. Marſh.
Cruizer,	14	100	J. Stringer.
Xebeque,	8	45	Geo. Durell.
Garland's Prize,	8	45	Joſ. Knight.
Carcaſe, bombs.	8	45	J. Bowdler.
Salamander,	8	45	J. Philipſon.
Terrible,	8	45	Hon. Geo. Edgecumb.
Sutherland, hoſpital-ſh.	18	100	J. Opie
Ann galley, ſire-ſhip,	8	45	Mackay.

Note 24. Ships ſent under Commodore Martin to Naples.

Ships.	*Guns.*	*Ships.*	*Guns.*
Ipſwich,	70	Feverſham,	40
Panther,	50	Durſley-galley,	20
Oxford,	50	and three Bomb-ketches.	

A deſcription of the city of Naples.

Naples is a famous city of Italy, ſituated in E. Lon. 14. 20. N. Lat. 40. 51. on the ſide of a hill, in a fine bay near ſixty miles in circumference. It is regularly fortified in the modern ſtyle on the landſide, and its harbour is defended by ſeveral forts, none of them of any great ſtrength. The city within the walls is reckoned ſeven miles in circumference, and including the ſuburbs, eighteen. It is ſuppoſed to contain 300,000 inhabitants. It is the capital of the kingdom of Naples, is the ſee of an Archbiſhop, and has a univerſity. A very great trade is carried on here, and the harbour can contain a great number of ſhips. The depth of water is ſo great, that a veſſel of five hundred tons can lie cloſe to the mole, at whoſe extremity is a light-houſe. The iſlands in the bay defend the harbour from the violence of the winds. The ſtreets are large and ſtraight, and paved with ſtone; the houſes are all of ſtone, and built in the modern taſte. As moſt of the principal nobility of the kingdom chuſe to reſide here, there are a great number of very ſuperb palaces, moſt magnificently furniſhed: that of the King is very grand. Here are a number of churches and convents extremely magnificent in their ſtructures, replete with fine paintings, and extremely well endowed.

In a Chapel in the Cathedral church is kept the blood of St Januarius, which in all great calamities, ſuch as a violent eruption of mount Veſuvius, is brought forth, attended by a grand proceſſion. When the blood liquifies, all fear of danger is over. The ſuperſtition of the lower order of people exceeds all belief: ſome years ſince, the blood of this ſaint proving a little refractory, the people were enraged, and the government were afraid of an inſurrection: ſince that, orders have been given by the King, that the blood ſhall liquify immediately on being brought to the head of the ſaint, which is carefully kept in a ſilver caſe. The Emperor Charles V. built the caſtle of St Elmo on an eminence to command the city. The caſtle d'Oao and caſtle Nuovo ſtand cloſe to the ſea-ſhore; near the laſt is the King's palace, and in the caſtle are the governor's houſe and the arſenal. At Naples they make excellent ſoap, fine cloths, and all ſorts of fine ſilks. The air is eſteemed the pureſt in Italy; but from the contiguity to mount Veſuvius it is liable to earthquakes, from which it ſuffered ſeverely in 1702, 1703, 1706, and 1744.

St Tropes.

St Tropes is a fortified ſea-port town of France, ſituated on the Bay of Grimauld, on the Mediterranean, in the province of Provence, in the dioceſe of Frejus, from which it is diſtant twelve miles to the S. W. and fifty-eight E. of Marſeilles. Lat. 43. 16. N. Lon. 6. 44. E.

St Remo.

St Remo is a ſmall ſea port belonging to the republic of Genoa, from which it is diſtant ſixty-five miles to the weſtward.

Heires Iſlands.

Heires iſlands are a cluſter of ſmall iſlands in the Mediterranean, on the coaſt of Provence, about twelve miles eaſt from Toulon. Here is good anchorage; but the town of Hieres is much decayed, on account of its port being almoſt choaked up with ſand banks.

Note 25. A Liſt of the Squadron that attacked La Guira, under the command of Commodore Knowles.

Ships.	*Guns.*	*Commanders.*	*Killed.*	*Wounded.*
Suffolk,	70	Charles Knowles, Commodore, Capt. Ed. Pratten.	30	80
Burford,	70	Luſhington.	25	50
Norwich,	50	Gregory,	1	11
Advice,	50	Elliot Smith.	7	15
Aſſiſtance,	50	Callis.	12	71
Eltham,	40	Watkins.	14	55
Lively,	20	Stewart.	7	24
Scarborough,	20	Leſlie.		2
Otter,	14	Gage.		
Comet, bomb.	8	Tyrrell.		
			97	308

Damages

Damages ſuſtained at La Guira.

Suffolk.—97 ſhot through the hull,—19 between wind and water,—1 through the main maſt juſt above the upper deck,—1 through the main-topmaſt,—2 through the mizen maſt, the mizen yard and mizen top-ſail yard both ſhot in two;—14 guns diſmounted, 6 of which rendered unſerviceable;—the ſtanding and running rigging much cut,—the ſhip ſet on fire twice by red-hot ſhot,—and 30 men killed and 80 wounded.

Burford.—73 ſhot through the hull,—17 between wind and water on the ſtarboard ſide, and two on the larboard ſide;—11 carriages damaged,—a red-hot ſhot blew up the armed cheſt,—the mizen maſt ſhot through in four places,—the main maſt in five,—the fore maſt wounded on the fore ſide four inches in,—the boltſprit ſhot through,—alſo the fore yard in the quarter booms.—ſpare topmaſt and yards cut all to pieces,—the Captain mortally wounded,—24 men killed, and 50 wounded.

Norwich.—7 ſhot through the hull, which damaged ſome planks,—1 ſhot through the fore-maſt two feet above the upper deck, and wounded on the ſtarboard ſide ten inches in, on the larboard ſide ſix inches in,—the main ſtay, ſeveral ſhrouds, and the running rigging, pretty much cut,—and 1 man killed, and 11 wounded.

Advice.—10 ſhot through the hull, which damaged and tore the quarter deck,—the ſpare topmaſts, topmaſt yard, mizen yard, and all the booms, cut and rendered unſerviceable,—both ſtanding and running rigging very much cut,—the long-boat and yawl ſtove, and ſunk,—5 men and 2 ſurgeons mates killed, 15 wounded.

Aſſiſtance.—32 ſhot through the ſtarboard, and 9 through the larboard ſide,—the main-maſt ſhot two thirds through 16 feet above the deck, and one third through between decks,—the fore-maſt wounded three inches in,—the mizen-maſt ſhot through in ſeveral places,—the mizen top half carried away, the ſpare top-maſt, top ſail yard, and all the booms cut to pieces,—both ſtanding and running rigging very much cut,—ſeveral guns diſmounted,—and 12 men killed, and 71 wounded.

Eltham.—44 ſhot through the hull,—13 between wind and water,—the main-maſt ſhot in five places,—1 ſhot through the mizen-topmaſt, the mizen yard cut in two,—1 ſhot through the boltſprit,—the booms and ſpare maſts and yards cut all to pieces,—ſome guns diſmounted, 3 of which rendered unſerviceable,—14 men killed, and 55 wounded.

Lively.—ſeveral ſhot through the hull, three of which were under water,—the barge ſtove,—running and ſtanding rigging much cut,—2 guns rendered unſerviceable,—the Lieutenant and 6 men killed, and 24 wounded.

Scarborough.—2 or 3 ſhot through the hull,—the barge ſtove, the running and ſtanding rigging much damaged, and 2 men wounded.

La Guira.

La Guira, a ſea-port town belonging to the King of Spain, in the province of Venezuela, and diſtrict of the Caraccas, ſituated in Lat.

10. 35. N. Lon. 66. 5. W. about forty miles eaſt of Port Cavallo, and fifteen weſt of Cape Blanco. Its harbour is not a good one, but is one of the beſt on this coaſt, is pretty well fortified; and here the Spaniards carry on a pretty briſk trade with the Dutch and Britiſh.

Note 26. Liſt of the Squadron that attacked Port Cavallo under Commodore Knowles.

Ships.	*Guns.*	*Commanders.*
Suffolk,	70	Cha. Knowles, Commodore. Capt. Ed. Pratten.
Burford,	70	Richard Watkins.
Norwich,	50	Gregory, afterwards H. Stewart.
Aſſiſtance,	50	Callis.
Eltham,	40	Durell.
Scarborough,	20	Leſlie.
Lively,	20	Gage.

Deſcription of Port Cavallo.

Port Cavallo is a ſea-port town belonging to the King of Spain, in South America, in the province of Venezuela and diſtrict of the Caraccas, ſituated in Lat. 10, 20. N. Lon. 64. 30 W. twenty-five miles north-eaſt of St Jago de Leon, and thirty-one ſouth-weſt of the town of Caraccas. Here is a good trade for a Spaniſh port, and it is pretty well fortified.

Note 27. Liſt of the Fleet in the Mediterranean, under Admirals Matthews, Leſtock, and Rowley, in 1743 and 1744.

Ships.	*Guns.*	*Commanders.*
Namur,	90	Tho. Matthews, Ad. of the Blue. Capt. John Ruſſell.
Neptune,	90	R. Leſtock, V.-Ad. of the White. Capt. Geo. Stepney.
Barfleur,	90	W. Rowley, R.-Ad. of the Red. Capt. M. de l'Angle.
Marlborough,	90	Ja. Cornwall.
Ruſſell,	80	C. Long.
Somerſet,	80	Geo. Slaughter.
Torbay,	80	John Gaſcoigne.
Cambridge,	80	C. Drummond.
Dorſetſhire,	80	Geo. Burriſh.
Norfolk,	80	Hon J. Forbes
Princeſs Caroline,	80	Henry Oſborne.
Princeſſa,	74	Robert Pett.
Revenge,	70	Hon. Geo. Berkeley.

Ipſwich,

Ships.	*Guns.*	*Commanders.*
Ipſwich,	70	W. Martin.
Elizabeth,	70	Joſ. Lingen.
Buckingham,	70	J. Towry.
Royal Oak,	70	Edm. Williams.
Eſſex,	70	Richard Norris.
Bedford,	70	Hon. Geo. Townſhend.
Berwick,	70	Edward Hawke.
Naſſau,	70	Ja. Lloyd.
Stirling Caſtle,	70	T. Cooper.
Dunkirk,	60	C. W. Purvis.
Rupert,	60	J. Ambroſe.
Dragon,	60	C. Watſon.
Kingſton,	60	J. Lovett.
Warwick,	60	Temple Weſt.
Rocheſter,	50	Ar. Scott.
Nonſuch,	50	Eſſex Holcomb.
Dartmouth,	50	J. Bowdler.
Romney,	50	T. Grenville.
Oxford,	50	Harry Powlett.
Newcaſtle,	50	T. Fox.
Guernſey,	50	S. Corniſh.
Chatham,	50	Richard Hughes.
Saliſbury,	50	P. Oſborne.
Diamond,	40	Ja. Hodſoll.
Feverſham,	40	G. Vanburgh.
Winchelſea,	20	H. Marſh.
Durſley galley,	20	Alex. Lord Colvill.
Seaford,	20	Thomas Pye.
Kennington,	20	Hon. Geo. Edgecumb.
Spence,	14	T. Mogg.
Enterprize,	8	T. Hemming.
Mercury, fire-ſhips,	8	Moſes Peadle.
Ann galley,	8	Mackay.
Sutherland, hoſpital-ſhip,	18	John Bently.
Terrible, bomb,	8	

Note 28. A Liſt of the French Fleet commanded by M. de Roquefeuille, in January 1744.

Firſt Diviſion.

Ships.	*Guns.*	*Men.*	*Commanders.*
Le Superbe,	76	600	M. de Roquefeuille, Admiral.
Le Neptune	74	600	M. de Carnilly, Chef d'Eſcadre.
Le Juſte,	74	600	M. de Neſmond.
Le Lys.	70	580	M. d'Eſpinay.
Carried forward,	294	2380	

Ships.	*Guns.*	*Men.*	*Commanders.*
Brought forward,	294	2380	
Le Fleuron,	64	560	M. des Roches.
L'Elizabeth,	64	560	M. de Foueilleuſe.
Le St Louis,	60	500	M. de Soligni.
Le Triton,	56	500	M. de Guay.
Le Mercure,	54	480	M. de la Mothe.
La Venus,	26	200	M. d'Aché.

Second Diviſion.

Le Dauphin Royal,	76	600	M. du Bareil.
Le St Michael,	64	560	M. de Tournelles.
Le Conſtant,	64	560	M. de Conflans.
Le Mars,	64	560	M. de Perrier.
La Parfaite,	46	400	M. de Maiſonfort.
La Medée,	26	200	M. d'Hocquart.

The following Squadron joined the above from Rochfort.

L'Eclantant,	74	600
L'Apollon,	54	480
Le Rubis,	54	480
La Gloire,	44	400
L'Argonaut,	44	400
La Dryade,	26	200
La Subtil,	26	200
Total,	1280	10,820

Note 29. A Liſt of the Fleet commanded by Sir John Norris, January 6. 1744.

Ships.	*Guns.*	*Commanders.*
Victory,	100	Admiral, Sir John Norris. Captains, Henry Medley, Samuel Faulknor.
Royal Sovereign,	100	W. Davies.
Duke,	90	Rear-Adm. Sir Charles Hardy. Capt. Thomas Trevor.
Sandwich,	90	Rear-Adm. William Martin. Capt. Sir William Hewit.
St George,	90	Hon. John Byng.
Princeſs Royal,	90	Hon. Fitzroy H. Lee.
* Princeſs Amelia,	80	John St Loe.
* Cornwall,	80	C. Holmes.
* Shrewſbury,	80	Sol. Gideon.
Suffolk,	70	S. Moſtyn.
Northumberland,	70	T. Watſon.
Prince Frederick,	70	Curtis Barnet,

Captain,

Ships.	*Guns.*	*Commanders.*
Captain,	70	Capt. T. Griffin.
Monmouth,	70	H. Harriſon.
* Worceſter,	60	M. Mitchell.
* Deptford,	60	Ed. Pratten.
* Auguſta,	60	Hon. J. Hamilton.
* Dreadnought,	60	Hon. Ed. Boſcawen.
* Jerſey,	60	Harry Norris.
* Medway,	60	Hon. Ed. Legge.
* Princeſs Mary,	60	T. Smith.
Sutherland,	50	George Pocock.
Hampſhire,	50	Hon. George Murray.
Preſton,	50	Earl of Northeſk.
Cheſter,	50	Francis Geary.

FRIGATES.

Dover,	44	F. Rogers.
Angleſea,	44	J. Brett.
Kinſale,	44	Ro. Young.
Sapphire,	44	C. Saunders.
Roebuck,	44	T. Sturton.
Eltham,	44	Ph. Durell.
Ruby,	44	Ed. Peyton.
Gibraltar,	20	Richard Chadwick.
Dolphin,	20	J. Phillipſon.
Aldborough,	24	J. Pitman.
Phœnix,	24	Thomas Broderick.
Sheerneſs,	24	Geo. B. Rodney.
* Drake,	14	Lord Thomas Bertie.
* Grampus,	14	Richard Collins.
* Grenada,	10	William Parry.
* Swallow,	10	A. Jelf.
* Martin,	10	Ja. Oſborne.
* Deptford's Prize,	14	F. Coe.
* Fly,	8	O. Thompſon.
* Scipio,	8	T. Innes.
* Ætna,	8	Elliot Eliot.
* Terror, } bombs,	8	Ja. Bradley.
* Lightning,	8	Lauchlin Leſlie.
Portſmouth' ſtore-ſhip	20	Fr. Wm Drake.

The ſhips marked thus *, joined Sir John Norris in the Downs from the Medway and Thames.

Note 30. Declaration of War by France againſt Great Britain, and Great Britain's Declaration of War againſt France.

Tranſlation of the French King's ordinance, declaring war againſt England, dated March 15. 1744.

By the KING.

THE King, from the beginning of the troubles that aroſe after the death of the Emperor Charles VI. omitted nothing to convince the world, that his Majeſty deſired nothing with more ardour than to ſee them forthwith appeaſed by a juſt accommodation between the parties at war. The conduct which his Majeſty has ſince held, has ſufficiently ſhewn that he perſiſted conſtantly in the ſame diſpoſition; and having been pleaſed not to form for himſelf any pretenſion that might give the leaſt obſtacle to the re-eſtabliſhment of the tranquillity of Europe, he did not think himſelf obliged to take part in the war, otherwiſe than by furniſhing to his allies the ſuccours which he found himſelf engaged to give them. Views ſo diſintereſted, would ſoon have reſtored peace, if the Court of London had had as equitable and moderate ſentiments, and if ſhe had conſulted the good and advantage of the Engliſh nation only. But the King of England, Elector of Hanover, had very oppoſite intentions; and it was not long before it was perceived, that they tended to nothing but the kindling of a general war. Not ſatisfied with diverting the Court of Vienna from all thoughts of reconciliation, and nouriſhing her animoſity by the moſt violent councils, he made it his whole endeavour to irritate France, by cauſing her commerce by ſea to be diſturbed in all parts, in contempt of the law of nations, and of the moſt ſolemn treaties. The convention of Hanover, of the month of October 1741, ſeemed however to be of a nature to calm his Majeſty's apprehenſions as to the continuation of ſuch like exceſſes; the King of England, during the ſtay he made in his German dominions, ſeemed to hearken to the complaints that were made to him concerning them, and to feel the juſtice of them. He gave his Royal word that he would cauſe them to ceaſe, and formally engaged not to trouble the allies of the King in the purſuit of their rights. But ſcarce was he got back to London, but he forgot all his promiſes; and as ſoon as he was ſure that the King's army was entirely quitting Weſtphalia, he declared, by his miniſters, that the convention ſubſiſted no longer, and that he held himſelf diſengaged from it. Then he looked upon himſelf to be under no obligation of keeping any meaſures whatever, being a perſonal enemy to France; he had from that time no other views than to raiſe up enemies againſt her every where; this object became the principal point of the inſtructions to his miniſters at all the courts in Europe; the piracies of the Engliſh men of war increaſed with cruelty and barbarity; the ports of the kingdom were no longer a protection againſt their inſults: in fine, the Engliſh ſquadrons have dared to undertake to come and block up the

port of Toulon, ſtopping all ſhips, making themſelves maſters of their whole cargoes, carrying off likewiſe the recruits and ammunition that his Majeſty was ſending to his places. So many repeated injuries and outrages tired out at laſt his Majeſty's patience; he could not bear them any longer without being wanting to the protection which he owes to his ſubjects, to what he owes to his allies, and to what he owes to himſelf, to his honour, and to his glory Such are the true motives which do not any longer ſuffer his Majeſty to remain within the bounds of the moderation which he had preſcribed to himſelf, and which force him to declare war, as he declares it by theſe preſents, by ſea and by land, againſt the King of England, Elector of Hanover. His Majeſty orders and enjoins all his ſubjects, vaſſals, and ſervants, to fall upon the ſubjects of the King of England, Elector of Hanover: ſtrictly forbids them to have hereafter with them any communication, commerce, or intelligence, upon pain of death; and, conſequently, his Majeſty has from this time revoked, and does revoke, all permiſſions, paſſports, ſafe-guards, and ſafe-conducts, which may have been granted by him, or by his Lieutenant-Generals, and other officers, contrary to theſe preſents; and has declared, and does declare them null and of no effect and value, forbidding all perſons whatſoever, to pay any regard to them. His Majeſty commands and orders the Duke de Penthievre, Admiral of France, the Marſhals of France, his Governors, and Lieutenant-Generals of his provinces, and armies, Major-Generals, Colonels of horſe and foot, Captains, Chiefs, and Leaders of his ſoldiers, as well horſe as foot, French and ſtrangers, and all other his officers whom it may concern, that they cauſe the contents of theſe preſents to be executed, as far as it relates to each of them, in the extent of their powers and juriſdictions: for ſuch is his Majeſty's pleaſure, who wills and commands, that theſe preſents be publiſhed and poſted up in all his cities, as well maritime as others, and in all his ports and harbours, and other places of his kingdom, and territories under his obedience, where neceſſary, that no one may pretend ignorance thereof. Done at Verſailles, the 15th of March 1744. (Signed) LOUIS,
(and lower) AMELOT.

Declaration of War againſt the French King.

GEORGE R.

The troubles which broke out in Germany, on account of the ſucceſſion of the late Emperor Charles VI. having been begun and carried on by the inſtigation, aſſiſtance, and ſupport of the French King, with a view to overturn the balance of power in Europe, and to extend the dangerous influence of that Crown, in direct violation of the ſolemn guarantee of the pragmatick ſanction, given by him in the year 1738, in conſideration of the ceſſion of Lorrain; and we having on our part executed our engagements for maintaining the pragmatick ſanction, with that good faith which is inſeparable from us; and having oppoſed the attempts made againſt the dominions of the Queen of Hungary: we are not ſurpriſed that our conduct in this reſpect, ſhould have drawn upon us the reſentment of the French King, who has found his ambitious views, in a great meaſure, diſappointed by the aſſiſtance we have furniſhed to our ally, unjuſtly attacked by him; or that he ſhould alledge it as a principal reaſon for declaring war againſt us.

From the time that we found ourſelves obliged, for the maintenance of the juſt rights of our ſubjects, to enter into a war with Spain; inſtead of obſerving a ſtrict neutrality, which we might have promiſed ourſelves on the part of the French King, from whom we were even founded by treaty to have demanded aſſiſtance, he has given encouragement and ſupport to our enemies, by conniving at his ſubjects acting as privateers under Spaniſh commiſſions, both in Europe and America; and by ſending, in the year 1740, a ſtrong ſquadron into the American ſeas, in order to prevent us from proſecuting the juſt war which we were carrying on againſt Spain in thoſe parts: and we have the moſt authentic proof, that an order was given to the commander of the French ſquadron, not only to act in a hoſtile manner againſt our ſhips, either jointly with the Spaniards, or ſeparately; but even to concert meaſures with our enemies, for attacking one of our principal dominions in America; a duplicate of that order, dated the 7th of October 1740, having fallen into the hands of the commander in chief of our ſquadron in the Weſt Indies. This injurious proceeding was greatly aggravated, by the French miniſter at our court having declared, on occaſion of ſending the ſaid ſquadron, that the French King was very far from having any deſign or intention of breaking with us.

The ſame offenſive conduct was continued, on the part of the French King, towards us, by his ſquadron in the Mediterranean, in the year 1741, joining with and protecting the ſhips of our enemies, in ſight of our fleet, which was preparing to attack them.

Theſe unwarrantable proceedings; the notorious breach of treaties, by repairing the fortifications, and erecting new works at Dunkirk; the open hoſtilities lately committed againſt our fleet in the Mediterranean; the affront and indignity offered to us, by the reception of the ſon of the pretender to our crown, in the French dominions; the embarkation actually made at Dunkirk, of a conſiderable body of troops, notoriouſly deſigned for an invaſion of this kingdom, in favour of the pretender to our crown; and the ſending a ſquadron of French ſhips of war into the channel, to ſupport the ſame embarkation and invaſion, will be laſting monuments of the little regard had by the French court for the moſt ſolemn engagements, when the obſervance of them is inconſiſtent with intereſt, ambition, or reſentment.

We cannot omit taking notice of the unjuſt inſinuations contained in the French King's declaration of war againſt us, with reſpect to the convention made at Hanover in October 1741. That convention, regarding our electorate only, had no relation to our conduct as King of Britain. The allegations concerning it, are groundleſs and injurious; our proceedings in that reſpect, having been perfectly conſiſtent with that good faith which we have always made the rule of our actions.

It is unneceſſary to mention the objections made to the behaviour of our miniſters in foreign courts; ſince it is notorious, that the principal view and object of the negotiations of the French miniſters in the ſeveral courts of Europe, have been either to ſtir up inteſtine commotions in the countries where they reſided, or to create differences and miſunderſtandings between them and their reſpective allies.

The charge of piracy, cruelty, and barbarity, againſt our ſhips of war, is equally unjuſt and unbecoming; and we have all ſuch proceedings ſo much in abhorrence, that, if any practices of that nature had been made appear to us, we ſhould have taken effectual care to put a ſtop to them, and to have puniſhed the offenders in the ſevereſt manner.

We being therefore indiſpenſably obliged to take up arms, and entirely relying on the help of Almighty God, who knows the uprightneſs of our intentions, have thought fit to declare, and do hereby declare war againſt the French King; and we will, in purſuance of ſuch declaration, vigorouſly proſecute the ſame by ſea and land; being aſſured of the ready concurrence and aſſiſtance of all our loving ſubjects, in ſo juſt a cauſe: And we do hereby will and require our Generals and Commanders of our forces, our Commiſſioners for executing the office of High Admiral of Great Britain, our Lieutenants of our ſeveral counties, Governors of our forts and garriſons, and all other officers under them, by ſea and land, to do and execute all acts of hoſtility in the proſecution of this war againſt the ſaid French King, his vaſſals, and ſubjects, and to oppoſe their attempts; willing and requiring all our ſubjects to take notice of the ſame; whom we henceforth ſtrictly forbid to hold any correſpondence or communication with the ſubjects of the French King: And we do hereby command our own ſubjects, and advertiſe all other perſons of what nation ſoever, not to tranſport or carry any ſoldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the ſaid French King; declaring, that whatſoever ſhip or veſſel ſhall be met withal, tranſporting or carrying any ſoldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the ſaid French King, the ſame being taken, ſhall be condemned as good and lawful prize. And whereas there are remaining in our kingdoms divers of the ſubjects of the French King, we do hereby declare our Royal intention to be, that all the French ſubjects, who ſhall demean themſelves dutifully towards us, ſhall be ſafe in their perſons and eſtates.

Given at our court at St James's, the 29th of March, 1744, in the ſeventeenth year of our reign.

God ſave the King.

Note 31. A Liſt of the fleet belonging to the States General ſent to the aſſiſtance of Great Britain againſt a French invaſion, 1744.

Admiralties.	*Ships.*	*Guns.*	*Men*	*Commanders.*
Meuſe,	Dort,	54	270	Hooft.
	Delft,	54	270	Weleſteyn.
	Gorcum,	44	225	Vander Myle.
	Out Teylingen,	44	225	Vander Gon.
Amſterdam,	Haerlem,	76	450	Grave, Rear-Admiral.
	Damiaté,	64	325	Schryver.
	Lawenhord,	54	270	Reynſt.
	Edam,	54	270	Frenſel.
	Aſſendelft,	54	270	Boudaan.
	Brederole,	54	270	Vander Wayen.
	Middleburg,	44	225	D. Peterſon.
	Gouderaars,	44	225	Vander Poort.
Middleburg,		64	325	
		64	325	
		64	325	
Friſe,	Friſo,	60	325	Prigner.
	Vriſelande,	54	270	Van Ingen.
North Holland,	Medembligh,	54	270	Hooting.
		54	270	Vander Ster.
		44	225	Van Zaen.
		1076	5680	

Note 32. A Liſt of the Squadron ſent to the Eaſt Indies commanded by Commodore Barnet, with a deſcription of the Cape de Verd Iſlands, and Port Prayá.

Ships.	*Guns.*	*Men.*	*Commanders.*
Deptford,	60	415	Curtis Barnet, Commodore. Capt. J. Philipſon.
Medway,	60	400	Ed. Peyton.
Preſton,	50	300	Earl of Northeſk.
Diamond,	20	120	John Moore.
	190	1235	

A deſcription of the Cape de Verd Iſlands.

Theſe iſlands are named from a Cape on the continent of Africa, near the river Gambia, to which they lie oppoſite, at the diſtance of three hundred miles, ſituated between 23 and 26 deg. of W. Lon.

and 14 and 18 N. Lat. They were diſcovered in 1460 by the Portugueſe, to whom they continue ſubject. They are about twenty in number, but only eleven or twelve of them are inhabited, viz. St Jago, Bravo, Fuego, May or Mayo, Bonaviſta, Sal, St Nicholas, St Lucia, St Vincent, Santa Cruz, and St Antonio, the reſt being barren rocks. The air, generally ſpeaking, is very hot, and in ſome of them unwholeſome. They are inhabited by Europeans, or their deſcendants, and negroes. St Jago, where the Viceroy reſides, is the largeſt, being near one hundred and fifty miles in circumference; it is mountainous, but very fruitful, producing ſugar, cotton, oranges, cocoa-nuts, and all other tropical fruits, and ſome wine. St Jago, or Ribeira-Grande, is the capital town, which is inland. About ſeven miles eaſt from the capital is Port Praya, where there is good anchorage. Here ſhips bound to the Eaſt Indies and Guinea, from England, Holland, and France, frequently touch, to take in water and refreſhments; here is a ſmall town or village; and on an eminence a fort, but not of ſufficient ſtrength to protect the ſhipping in the bay.

At the iſland of Mayo, immenſe quantities of ſalt are made; and they export a number of aſſes for the Weſt Indies.

The iſland of Fuego is a volcano.

Note 33. Deſcription of the iſlands of St Martin and St Bartholomew, and a Liſt of the Fleet on the Leeward-Iſland ſtation.

St Martin's Iſland.

St Martin's iſland is one of the Caribbees, lying on the N. W. of St Bartholomew, and S. W. of Anguilla. It is forty-two miles in circumference, has neither harbour nor river. It has ſeveral ſalt-pits; and its productions are the ſame as the other Weſt India iſlands. Lat. 18. 4. N. Lon. 63. 0. W. The French and Dutch poſſeſs it jointly.

St Bartholomew.

St Bartholomew is one of the Caribbees, thirty miles N. of St Chriſtopher's, and ſubject to the French, who ſent a colony thither in 1648. It is about twenty miles in circumference, and has a good harbour, which proves of great utility to whoever is maſter of the iſland in time of war. Lat. 17. 56. N. Lon. 63. 10. W.

Liſt of the Fleet under the command of Commodore Peter Warren, at the Leeward Iſlands, 1744

Ships.	*Guns.*	*Commanders.*
Superb,	60	Peter Warren Commodore.
* Suffolk,	70	Capt. Ed. Pratten.
Pembroke,	60	Geo. Balchen.
Falkland,	50	T. Grenville.
Sutherland,	50	Geo. Pocock.
Torrington,	40	Rd Edwards.
Launceſton,	40	War. Calmady.

Ships.	*Guns.*	*Commanders.*
Woolwich,	40	T. Fincher.
Eltham,	40	Ph. Durell.
Centaur,	20	Rd Tyrrell.
* Lyme,	20	Ja. Burcher.
Otter,	14	A. Smith.
Fame,	12	John Campbell.
Hind,	16	Tho. Innes.
Bien Aimé,	18	Clark Gayton.
Ludlow Caſtle, hulk,		T. Bloſs.

* Convoyed the trade to England; the Lyme ſoundered on the voyage, and all on board periſhed.

Note 34. Liſt of the combined Fleets of France and Spain, and Great Britain, with their lines of battle, February 11, 1744.

BRITISH.

The Revenge to lead with the Starboard, and the Stirling Caſtle with the Larboard tacks on board.

Frigates.	*Ships.*	*Guns.*	*Men.*	*Commanders.*
Nonſuch,	Revenge,	70	480	Hon. G. Berkeley
* Dartmouth,	Elizabeth,	70	480	Joſ. Lingen.
Romney,	Buckingham,	70	480	J. Towry.
Oxford,	Ruſſell,	80	600	R. Long.
Feverſham,	Neptune	90	770	Richard Leſtock, V.-Ad. of the White, Geo. Stepney.
Winchelſea,	Torbay,	80	600	J. Gaſcoigne.
Mercury fire-ſhip,	Cambridge,	80	600	C. Drummond.
	Dunkirk,	60	400	C. W. Purvis.
	* Burford,	70	480	Rich. Watkins.
	Royal Oak,	70	480	Edmund Williams.
	Rupert,	60	400	J. Ambroſe.
Spence, ſloop,	Eſſex,	70	480	Rich. Norris.
Enterpriſe, *barco longo*,	Dorſetſhire,	80	600	Geo. Burriſh.
Ann galley, fire-ſhip.	Marlborough,	90	750	James Cornewall.
Sutherland hoſpital ſhip.	Namur,	90	780	Tho. Matthews, Ad. of the Blue. J. Ruſſell.
	Norfolk,	80	600	Hon. J. Forbes.
	Princeſſa,	70	650	Robert Pett.
	Somerſet,	80	600	Geo. Slaughter.
	Dragon,	60	400	Cha. Watſon.
	Bedford,	70	480	Hon. G. Townſhend.
	Kingſton,	60	400	J. Lovett.

Berwick,

Frigates.	*Ships.*	*Guns.*	*Men.*	*Commanders.*
	Berwick,	70	480	Ed. Hawke.
Newcaſtle,	Princeſs Caroline,	80	600	Hen. Oſborne.
Guernſey,	Barfleur,	90	765	William Rowley, R.-Ad. of the Red. Merrick de l'Angle.
* Chatham,	Boyne,	80	600	Row. Frogmore.
Saliſbury,	Chicheſter,	80	600	T. Dilk.
Diamond,	Naſſau,	70	480	Ja. Lloyd.
Durſley galley,	Warwick,	60	400	Temple Weſt.
* Seaford,	Stirling Caſtle,	70	480	Thomas Cooper.

The ſhips marked thus *, were not in the action.

The Frigates were commanded as follows:

Ships.		*Guns.*	*Commanders.*
Nonſuch,		50	Capt. Edm. Strange.
* Dartmouth,		50	J. Bowdler.
Romney,		50	H. Godſalve.
Oxford,		50	H. Paulet.
* Newcaſtle,		50	T. Fox.
Guernſey,		50	S. Corniſh.
Chatham,		50	R. Hughes.
Saliſbury,		50	P. Oſborne.
Feverſham,		40	Rich. Watkins.
Diamond,		40	Ja. Hodſoll.
Winchelſea,		20	W. Marſh.
Durſley galley,		20	G. Vanburgh.
* Seaford,		20	T. Pye.
* Kennington,		20	Hon. Geo. Edgecumbe.
Spence,		20	T. Mogg.
Mercury,	fire-ſhips,	8	M. Peadle.
Ann galley,		8	Mackay.
Enterpriſe, *barco longo*,			T. Hemming.
Sutherland hoſpital-ſhip,		18	Lord Colvill.

COMBINED FLEET.

The Iſabella to lead with the Starboard, and the Borée with the Larboard Tacks on board.

SPANISH.

Ships.	*Guns.*	*Men.*	*Commanders.*
Iſabella,	80	900	Don Ignatio Dutabil.
El Sobiero,	60	600	Don Juan Baley Caſtro.
St Ferdinando,	64	650	Conde de Vega Florida.
El Brilliante,	60	600	Don Blaſs de la Barrida.
El Alcion,	58	600	Don Joſeph Rentiria.

Frigates.	*Ships.*	*Guns.*	*Men.*	*Commanders.*
	El Hercules,	64	650	Don Coſmo Alvario.
Le Voluge, 20	El Royal Philip,	114	1350	Don J. J. Navarro, Ad. Don N. Geraldine.
and a fire-ſhip.	El Conſtant,	70	750	Don Auguſt. Eturiago.
	El Poder,	60	600	Don Roderigo Errutia.
	El Neptuno,	60	600	Don Henrico Olivares.
	El America,	60	600	Don Anibal Pettruche.
	El Orient,	60	600	Don Piacom. Man. de Vilena.

FRENCH.

Frigates.	*Ships.*	*Guns.*	*Men.*	*Commanders.*
	Le Solide,	64	650	M. de Chateauneuf.
	Le Diamant,	50	550	M. de Marrilart.
La Fleur, 20	Le St Eſprit,	74	800	M. de Puiſon.
Le Zephyr, 20	Le Terrible,	74	850	M. de Court, Admiral.
and 2 fire-ſhips.	Le Tigre,	50	550	M. de Saurin.
	Le Ferme,	74	800	M. de Deſorquart.
	Le Serieux,	64	650	M. de Chaylus.
	Le Furieux,	60	600	M. de Gravier.
	L'Eole,	64	650	M. d' Albert.
	L' Aquilon,	48	500	M. de Vaudrueil.
	L' Alcion,	54	500	M. de Laracao.
	Le Trident,	64	650	M. de Caylus.
L'Atalante 20	L' Eſperance,	74	820	M. de Gabaret, Commodore.
and 1 fire-ſhip.	Le Duc d'Orleans,	74	800	M. d' Orves.
	Le Touloufe,	60	600	M. de Draſtive.
	Le Borée,	64	650	M. de Damaquart.

Note 35. Liſt of the Fleet under the command of Sir Charles Hardy, that eſcorted the Trade and Store-ſhips to Liſbon, in Spring 1744.

Ships.	*Guns.*	*Commanders.*
St George,	90	Vice-Ad. Sir Cha. Hardy. Capt. Hon. J. Byng.
Sandwich,	90	Rear-Ad. Martin. Capt. Roger Martin.
Victory,	100	S. Faulknor.
Duke,	90	Thomas Trevor.
Princeſs Royal,	90	Hon. F. H. Lee.
Princeſs Amelia,	80	John St Loe.
Cornwall,	80	Cha. Holmes.
Shrewſbury,	80	Sol. Gideon.
Northumberland,	70	Tho. Watſon.
Monmouth,	70	Henry Harriſon.

Captain,

Ships.	*Guns.*	*Commanders.*
Captain,	70	Thomas Griffin.
Princeſs Mary,	60	Thomas Smith.
Dreadnought,	60	Hon. Ed. Boſcawen.
Torrington,	40	Richard Edwards.
Grenada,	14	William Parry.
Grampus,	14	Richard Collins.

Note 36. Liſt of the Squadron in the Britiſh Channel, under the Command of Vice-Admiral William Martin, in Summer 1744.

Ships.	*Guns.*	*Commanders.*
Edinburgh,	70	Vice-Ad. William Martin. Capt. Thomas Cotes.
Lenox,	70	P. Lawrence.
Prince Frederick,	70	Harry Norris.
Hampton Court,	70	S. Moſtyn.
Monmouth,	70	H. Harriſon.
Captain,	70	T. Griffin.
Princeſs Louiſa,	60	W. Boys.
Canterbury,	60	D. Hore.
Defiance,	60	Lord Forreſter.
Sunderland,	60	J. Brett.
Cheſter,	50	F. Geary.

Note 37. A Liſt of the Britiſh and Dutch Fleets, ſent out under the Command of Admiral Balchen, to the coaſts of Spain and Portugal in Autumn 1744.

BRITISH.

Ships.	*Guns.*	*Commanders.*
Victory,	110	Admiral, Sir John Balchen. Capt. Sam. Faulknor.
Duke,	90	James Steuart Vice-Ad. of the Red. Capt. Thomas Trevor.
St George,	90	William Martin, Vice-Ad. of the Blue. Capt. Roger Martin.
Princeſs Amelia,	80	Edward Spragge.
Hampton Court,	70	S. Moſtyn.
Captain,	70	T. Griffin.
Monmouth,	70	H. Harriſon.
Prince Frederick,	70	Harry Norris.
Suffolk,	70	Ed. Pratten.
Auguſta,	60	Hon. J. Hamilton.
Sunderland,	60	J. Brett.

Ships.	*Guns.*	*Commanders.*
Princeſs Mary,	60	T. Smith.
Exeter,	60	T. Broderick.
Falkland,	50	Thomas Grenville.
Ætna, fire-ſhips,	8	David Brodie.
Scipio,	8	Hon. Arch. Stuart.
Fly, ſloop,	14	

DUTCH.

Ships.	*Guns.*	*Commanders.*
Haerlem,	70	Admiral Baccareſt.
Dordrecht,	64	Vice-Admiral l'Hooft.
Damiaté,	64	Schryver.
Lawenhorſt,	54	Rear-Admiral Reynſt.
Edam,	54	Capt. Trenſel.
Aſſendelft,	54	Boudaan.
Delft,	54	Welleſteyn.
and two frigates.		

Note 38. Copies of two Letters to Commodore Barnet in the Eaſt Indies, viz. one from the Earl of Winchelſea, Firſt Lord of the Admiralty, the other from Captain (afterwards Lord) Anſon.

Lord Winchelſea's Letter.

SIR, *September 24th* 1744.

By Captain Elliot of the Lively Sloop you will receive your orders, which I hope and believe will be very agreeable to you, and in which I do not doubt from your conduct we may hope to meet with the deſired ſucceſs.

He will bring you ſome Journals which I have procured, and which he will deliver to you when he joins you: I think there are three books of Journals, as they may be of uſe to him in the proſecution of his voyage to join you, I have allowed him the uſe of them on his paſſage. He will bring you alſo a parcel marked N° 2, and another marked N° 3; thoſe can be of no uſe to him, and therefore he will deliver them ſealed to you for your uſe in the proſecution of the orders you will by him receive from the Board. I need add nothing further than to aſſure you that I am glad you have the command, becauſe the public will be well ſerved, and I believe it will turn out much to your credit and advantage. Sir, with great truth and eſteem, your moſt faithful ſervant,

WINCHELSEA.

Captain (afterwards Lord) Anſon's Letter.

Dear Sir, *September 14th* 1744.

It gave me great pleaſure, on my arrival in England, to hear your deſtination was what I would wiſh to a friend I eſteem as much as I do you.

My good fortune in taking the ſhip from Acapulco, put me upon thinking, that the ſame ſervice might be performed by part of your ſquadron; and mentioning it to Mr Hume, he ſearched all the India ſhips journals, to find if the monſoon would ſerve to carry you up to Cape Spirito Santo in time; for the Galleon always arrives off that Cape between the 10th of June and the end of July. All the India people being convinced that you might get to your ſtation in time, I have furniſhed all the papers that I think can be of uſe to you, which you will receive from the Lords of the Admiralty. One of the Charts which lays the Cape down in 12. 40. N. Lat. you will find a good one. You muſt not come nearer the Cape than to ſee it from your maſt head, as you are intended to cruize for the ſhips outer bound; for if you ſhould be diſcovered from the Cape, it will certainly ſtop her from proceeding on her voyage.

The land called Cape Engano, is not the Cape called by that name at the north end of Luconia, but ſome head-land on the iſland of Catanduaneſs, or near it, as you will find by the copies of three of the Galleons journals bound out, which will direct you where to take a proper ſtation to intercept her. If you ſhould find the winds contrary, ſo that you cannot get up to the grand Ladroon in time, the paſſage is clear between the north end of Luconia and the iſland called the Babiones; but I ſhould adviſe your getting upon the coaſt of China, and making the Grand Ladroon, becauſe I don't know how you may find the currents ſet off Cape Bajador. If it is poſſible, don't let the people at Batavia ſuſpect your deſign of cruizing off the Philippine Iſlands, for there is ſuch a connection between them and the Spaniards, that they will endeavour to give them the earlieſt notice poſſible of your intention. I know you will have many friends here that will ſend you the current news, therefore ſhall ſave you the repetition of it; and heartily wiſh you your health, with all kinds of ſucceſs and proſperity, being your ſincere and faithful friend,

G. Anson.

Note 39. A Liſt of the Sea and Land Forces at the Siege of Louiſburg in 1745, with a Deſcription of the place.

Fleet that reduced Louiſburg.

Ships.	*Guns.*	*Commanders.*	*When they joined.*
Superb,	60	Peter Warren, Commodore. Capt. T. Somers.	Arrived from the Weſt Indies, April 23.
Eltham,	40	Ph. Durell.	
Launceſton,	40	Warwick Calmady.	
Mermaid,	40	James Douglas.	

Princeſs

Ships.	*Guns.*	*Commanders.*	*When they joined.*	
Princeſs Mary,	60	Richard Edwards.	Ar. from England,	May 22.
Hector,	40	Frederick Cornewall.		May 23.
Cheſter,	50	Francis Geary.	ditto	June 10.
Canterbury,	60	Daniel Hore.	ditto,	ditto 12.
Sunderland,	60	John Brett.		
Lark,	40	J. Cruickſhanks.		

Land Forces, under General Pepperell.

Troops raiſed in the Province of Maſſachuſets-Bay,	3250
New Hampſhire,	304
Connecticut,	516
Marines and Seamen from the different ſhips of war,	800
Total,	4870

CAPE BRETON.

Cape Breton, called by the French L'Iſle Royale, is ſituated between 45 and 47 degrees of N. lat. and forms the weſtern coaſt of the entry of the gulph of St Lawrence, as the iſland of Newfoundland does that on the eaſtern, the diſtance between them being ſixteen leagues. The ſtrait which ſeparates it from Acadia or New Scotland, is about five leagues long and one broad, and is called the Gut of Canſo, or Paſs of Fronſac. Its length from N. E. to S. W. is not quite fifty leagues, and its greateſt breadth from E. to W. not more than thirty-three. Its figure is very irregular, being ſo interſected with lakes and rivers, that the two principal parts of it are only joined by an iſthmus eight hundred paces broad, which ſeparates the bottom of Port Thoulouſe from ſeveral lakes, called by the general name of Labrador. Theſe lakes fall into the ſea by two channels of unequal breadth, formed by the iſland Verderonni, or de la Bourlarderie, which is ſeven leagues in length.

The climate of Cape Breton is much like that of Quebec; and though fogs are much more frequent in the former, there are, however, few complaints of its unwholeſomeneſs. The land is generally unfertile, yet produces trees of all kinds; ſuch as oaks of a prodigious ſize, pines for maſts, with all ſorts of timber for building. The moſt common are, the oak, cedar, aſh, maple, plane-tree, and poplar. Fruits, eſpecially apples, legumes, or pulſe, wheat, with all other ſorts of uſeful grain; hemp, flax, though in leſs quantity; are, however, equal in goodneſs to thoſe produced in Canada. It has been remarked, that the mountains are capable of culture, even to their tops; that the good lands lie open to the ſouth, and are covered from the north and north-weſt winds by the mountains which lie towards the gulph of the river St Lawrence.

All ſorts of domeſtic animals, horſes, horned cattle, hogs, ſheep, deer, and poultry, find abundance of provender. Hunting and fiſhing

ing are alone able to maintain the inhabitants for a conſiderable part of the year. There are alſo ſeveral rich mines of excellent coal in the mountains, thick ſeams of which appear on their ſides: it is eaſily worked, and great quantities of it are carried to Louiſburg and other places. In the Gulf of Canſo there is alſo found plaſter like that dug up near Paris. It is affirmed that no part of the world affords greater plenty of cod-fiſh, with more conveniences of all ſorts for curing them. This iſland was formerly well ſtocked with game, but it has lately become very ſcarce, eſpecially the elk. The partridge is of the ſize of a pheaſant, reſembling it alſo very much in the colour of its feathers. Laſtly, no place can be better ſituated for the fiſhing of the ſea-wolf, porpoiſe, and whale, which are found in great plenty in theſe ſeas. There are ſeveral good harbours in the iſland, but the chief of them is

LOUISBURG,

Which lies in lat. 45. deg. 50. m N. and 61. deg. W. from the meridian of Paris. It ſtands in the ſouth-weſt part of the iſland. This city is of a middling ſize, the houſes being of wood, on a foundation of ſtone to the height of about ſix feet from the ground; and in ſome, the whole ground-floor is of ſtone, and the upper ſtories of wood. It is walled, and very well fortified in the modern manner; and within the place, and near the centre of the fortifications, in the Baſtion Royal, is a ſtrong building, with a moat on the ſide toward the town. This is called the citadel, though it neither has artillery, nor is capable of receiving any; the entrance to it indeed is over a draw-bridge, on one ſide of which is a corps de garde, and advanced centinels on the other. Within this fort are the governor's houſe, the barracks for the garriſon, an arſenal, the powder magazine, and excellent caſemates. The pariſh-church, or rather chapel, likewiſe ſtands within this citadel; and without it is another, belonging to the hoſpital of St Jean de Dieu, a ſpacious though ancient ſtructure, all of ſtone. The harbour is ſo extenſive, that the whole Britiſh navy may ride in it with ſafety; but its entrance is very narrow, being confined by Goat iſland, whereon ſtands a pretty large fort; and on the oppoſite ſide is a light-houſe of conſiderable height. The coaſt on this ſide, within, forms a point, which advances towards the ſhore, till it faces the mouth of the harbour; oppoſite to which is the royal battery, which defends the entrance of the harbour. From this battery, the coaſt, winding inwards, forms a capacious bay, which is an excellent careening place for ſhips of any burden, having a conſiderable depth of water, and being in a great meaſure land-locked; for which reaſon the country veſſels lie up here in winter. In ſummer, they all come to an anchor before the town, at about a quarter of a league's diſtance; though the ſmaller veſſels may come within a cable's length of the ſhore, where they lie quiet from all winds, except the eaſt, which blows right into the harbour's mouth, and cauſes an agitation, but without any danger to the ſhips at anchor.

Between the royal-battery point and that of the light-houſe, but nearer to the former, lie ſome ſands, always above water; but the harbour is every where elſe ſo clear, that ſhips going out or coming in may very ſafely tack, even when the wind is not fair. In winter, however, this harbour is altogether impracticable, being ſo entirely frozen, that it may be walked over. That ſeaſon begins here at the end of November, and continues till May or June. Sometimes the froſts ſet in ſooner, and are more intenſe, as in the year 1745, when great part of the harbour was frozen over by the middle of October

The inhabitants of Louiſburg, at that time the only town in the iſland, conſiſted of French families, ſome Europeans, others Creoles, of the place itſelf, and from Placentia in Newfoundland, from whence they removed hither on the ceding of that iſland to the Crown of Great Britain. The chief, if not the only trade of the inhabitants, is the cod-fiſhery, from which a vaſt profit accrued to them, not only on account of the abundance of this fiſh, but becauſe the neighbouring ſeas afford the beſt of any about Newfoundland. Their wealth conſiſts in their ſtore-houſes, ſome of which are within the town, and others ſcattered along the ſhore; and in the number of their fiſhing barks, of which ſome of the moſt wealthy have each of them forty or fifty daily employed in this valuable fiſhery, carrying three or four men a-piece, who receive a ſettled ſalary, but are, at the ſame time, obliged to deliver a certain number of ſtandard fiſh; which it is not difficult to perform, as they may load their boats twice a-day in the very mouth of the harbour. Hence it comes to paſs, that the cod ſtore-houſes ſeldom fail of being full againſt the time that ſhips reſort hither from France, laden with proviſions and other goods, with which the inhabitants provide themſelves, in exchange for the fiſh, or conſign them to be ſold in France. Ships likewiſe from the French colonies of St Domingo, and Martinico, bring ſugar, tobacco, coffee, rum, &c. and return laden with cod; and any ſurplus after Louiſburg is ſerved, finds a vent in Canada, where the return is made in beavers ſkins, and other fine furs. This was a moſt beneficial port to France; for by means of it they not only carried on a very profitable trade with the mother country, but an extenſive commerce with the Roman Catholic part of Europe. This fiſhery being the ſole employment of the inhabitants of this colony during the ſummer months, the country is but very little cultivated; and in winter, the whole ſurface is covered with ſnow three or four feet deep, which does not diſſolve till the ſummer is conſiderably advanced.

Beſides the conſiderable commerce which the French had at this port, they fitted out ſuch a number of privateers, that the trade of our American colonies, (particularly New England), was ſo much interrupted, that an offer was made by the province of Maſſachuſett's bay, to raiſe forces and attack it; and the miniſtry approved the ſcheme.

Note 40. Liſt of the Squadron on the Jamaica Station, under Vice Admiral Davers, who was ſent out to relieve Sir Chaloner Ogle in 1745.

Ships.	*Guns.*	*Commanders.*
Cornwall,	80	Thomas Davers, Vice-Admiral. Capt. Richard Chadwick.
Prince of Orange,	60	Miles Stapylton.
Rippon,	60	James Rentone.
Plymouth,	60	Digby Dent.
Strafford,	60	Hon. Edward Legge.
Falmouth,	50	J. Simcoe.
Aſſiſtance,	50	S. Callis.
Adventure,	44	Cor. Mitchell.
Enterprize,	44	C. Holmes.
Seahorſe,	24	C. Colby.
Experiment,	24	H. Dennis.
Biddeford,	24	C. Powlett.
Rippon's Prize,	20	S. Graves.
Drake,	14	Ed. Clarke.
Merlin,	14	D. Brodie.
Baſiliſk, Blaſt, } bombs,	8 8	Ed. Falkingham. M. Shuldham.
Mercury hulk,		P. Toms.

Note 41. A Liſt of his Majeſty's Ships at the Leeward Iſlands, under the command of Vice-Admiral Townſend in 1745.

Ships.	*Guns.*	*Commanders.*
Dorſetſhire,	80	Vice Adm. Iſaac Townſend. Capt. P. Lawrence.
Lenox,	70	Edmund Toll.
Princeſſa,	74	Joſeph Lingen.
Ipſwich,	70	Robert Maynard.
Dreadnought,	60	T. Broderick.
Worceſter,	60	T. Andrews.
Kingſton,	60	Robert Hughes.
Pembroke,	60	George Balchen.
Hampſhire,	50	L. Daniel.
Argyle,	50	Fr. Holburne.
Severn,	50	W. Liſle.
Woolwich,	50	J. Cockburn.
Gibraltar,	20	Con. Norbury.
Centaur,	20	Richard Tyrrell.
Otter,	14	Abel Smith.
Fame,	12	James Campbell.
Hind,	16	Thomas Innes.
Bien Aimé, ſtore-ſhip,		Clark Gayton.
Ludlow Caſtle, hulk,		Thomas Bloſs.

Note 42. Liſt of his Majeſty's Fleet in the Mediterranean, under the Command of Vice-Admiral Rowley, before Rear-Admiral Townſend was detached with a Squadron to the Leeward Iſlands in the beginning of 1745, together with Deſcriptions of the Cities of Genoa and Baſtia, the Ports of Savona and Final, and Vado-Bay in Italy.

Ships.	*Guns.*	*Commanders.*
Neptune,	90	Vice-Adm. William Rowley. Capt. Arthur Gardiner.
Ruſſell,	80	Vice-Adm. Henry Medley. Capt. M. Buckle.
* Dorſetſhire,	80	Rear-Adm. Iſaac Townſend. Capt. Edmund Toll.
Marlborough,	90	Richard Watkins.
Princeſs Caroline,	80	J. Lovett.
Norfolk,	80	T. Pye.
Torbay,	80	C. W. Purvis.
Cambridge,	80	L. Leſlie.
Boyne,	80	J. Lloyd.
Bedford,	70	Hon. Geo. Townſhend.
Eſſex,	70	Richard Hughes.
Naſſau,	70	Eſſex Holcomb.
Royal Oak,	70	C. Long.
Elizabeth,	70	Rich. Jaſper.
Revenge,	70	Hon. Geo. Murray.
* Princeſſa,	74	Joſ. Lingen.
Stirling Caſtle,	70	T. Cooper.
Berwick,	70	Edward Hawke.
Burford,	70	Edmund Strange.
* Ipſwich,	70	Robert Maynard.
* Lenox,	70	P. Lawrence.
Dragon,	60	C. Watſon.
Rupert,	60	Edmund Horne.
* Kingſton,	60	R. Hughes.
Dunkirk,	60	Ja. Young.
* Worceſter,	60	Mat. Mitchell.
Jerſey,	60	C. Hardy.
* Argyle,	50	Francis Holburne,
Guernſey,	50	S. Corniſh.
Dartmouth,	50	J. Crookſhanks.
Chatham,	50	A. Smith.
Nonſuch,	50	Ja. Hodſoll.
Antelope,	50	Ar. Scott.
Leopard,	50	Lord Colvill.
* Hampſhire,	50	Geo. R. Vanburgh.
Feverſham,	44	L. Daniel.

Diamond,

Ships.	*Guns.*	*Commanders.*
Diamond,	44	R. Robinſon.
Roebuck,	44	T. Sturton.
Liverpool,	44	George Durell.
Torrington,	44	J. Hardy.
Kennington,	20	Hon. Geo. Edgecumbe.
Loweſtoffe,	20	J. Bowdler.
Seaford,	20	J. Wilſon.
Phœnix,	20	Hugh Forbes.
Spence,	8	
Dragon's Prize,	8	S. Maſter.
Poſtillion,	12	T. Andrews.
Enterprize, *barco longo.*	8	William Meldrum.
Terrible, bombs,	8	J. Loving.
Carcaſe, bombs,	8	J. Weller.
Firedrake, bombs,	8	S. Marſhall.
Lightning, bombs,	8	Rich. Knight.
Nazareth, fire-ſhips,		T. Knowler.
Duke, fire-ſhips,		M. Barton.
Trelawny, ſtore-ſhip,		
Rocheſter, hoſpital-ſhip,		

* Thoſe marked thus *, went to the Weſt Indies with Rear-Admiral Townſend.

A Deſcription of the City of Genoa.

Genoa is one of the fineſt cities in Italy, and capital of the republic bearing its name, the ancient Liguria. It is ſituated in Lat. 44. 25. N. Lon. 8. 41. E. being 225 miles N. W. of Rome, and 62. S. E. of Turin. The city is very ancient, large, and magnificent, being ſix miles in circumference, built like an amphitheatre on the ſide of a ſteep hill, ſloping towards the ſea, from whence, by its great number of grand churches, convents, palaces, and public edifices, it makes an uncommon, grand, and beautiful appearance, the houſes being ſix or ſeven ſtories high. The city is extremely populous; and a great trade is carried on here in velvets, ſilks, and the like. Here is a very fine harbour, capable of receiving the largeſt ſhips, for whoſe ſecurity againſt the wind and waves, they have built a mole five hundred and ſixty paces in length and thirteen in breadth; it is fifteen feet above the level of the water; on this mole there is a light-houſe of great height; the harbour can be ſhut by a chain or boom, to prevent veſſels either from entering or going out of the port. Conſidering its ſituation, Genoa is extremely well fortified, and well ſupplied with water. Louis XIV. King of France, bombarded this city in 1684; and the Auſtrians took it in 1746; but their inſolence and oppreſſion driving the inhabitants to deſpair, they roſe on the garriſon, maſſacred a great number of them, and expelled the reſt. It is called Genoa the Proud; and of old, Ligurian faith was not held in any great eſteem.

Deſcription of the Port of Savona.

Savona is a large, handſome, fortified town in the republic of Genoa, ſituated in Lat. 44. 18. N. Lon. 8. 20. E. on the Mediterranean. The Genoeſe, fearing that the trade carried on here would be hurtful to Genoa, ruined its harbour, ſo that it can now only admit of ſmall veſſels. The country about it is well cultivated, and abounds in ſilks and all ſorts of fruits. It is diſtant from Genoa twenty miles to the S. W. and twelve N. E. from Final.

Deſcription of the Port of Final.

Final is ſubject to and lies in the republic of Genoa, Lat. 44. 14. N. Lon. 8. 0. E. thirty miles S. W. of Genoa. It was ſold to the Genoeſe in 1713 by the Emperor Charles VI. It has a pretty good harbour on the Mediterranean, defended by a citadel and other fortifications.

Vado-Bay.

A Bay on the coaſt of Genoa in Italy, in which the Britiſh fleet frequently anchored and watered during the late war. It is ſituated three miles W. of Savona, and twenty-four S. W. of Genoa.

Deſcription of the City and Port of Baſtia.

Baſtia is the principal ſea-port in the iſland of Corſica, has a good harbour, defended by a caſtle and other works. It lies in Lat. 42. 36. N. Lon. 9. 30. E. The Genoeſe were in poſſeſſion of it; but the malcontents, aſſiſted by the Britiſh, drove them out of it in 1745.

Note 43. Liſt of M. la Bourdonnais's Fleet in the Eaſt Indies, 1746.

Ships.	*Guns bored for.*	*Guns mounted.*	*Men.*	*Commanders.*
L'Achille,	74	70	700	M. la Bourdonnais.
Le Duc d'Orleans,	56	36	450	
Le Bourbon,	56	34	400	
Le Neptune,	54	34	400	
* Le Phœnix,	54	34	400	
Le St Louis,	44	30	400	
* Le Lys,	40	28	300	
Inſulaire,	30	26	250	
Total,	398	292	3300	

* Foundered in the gale of the 3d October.

Reinforcement which joined M. la Bourdonnais in 1746.

Ships.	*Guns.*	*Men.*	*Commanders.*
Centaur,	74	700	M. de Bouvet.
Mars,	56	420	
Brillant,	50	400	
	180	1520	

Note 44. Liſt of the Fleet under Commodore Peyton, in the Eaſt Indies, 1746; and Deſcription of the City of Madraſs.

Liſt of the Fleet under Commodore Peyton.

Ships.	*Guns.*	*Men.*	*Commanders.*
Medway,	60	400	Ed. Peyton, Commodore. Capt. Roſewell.
Preſton,	50	300	Geo. Earl of Northeſk.
Wincheſter,	50	300	Lord Thomas Bertie.
Harwich,	50	300	Philip Carteret.
Medway's Prize,	40	240	Thomas Griffin.
Lively,	20	120	Nath. Stevens.
	270	1660	

Madraſs, or Fort St George,

Is a town and fort in Aſia, on the coaſt of Coromandel, ſituated in Lon. 80. 34. E. Lat. 13. 5. N. ſixty three miles north of Pondicherry. It is called by the natives Chilipatam. This is the chief ſettlement which the Britiſh have on this coaſt, and was granted them by the Great Mogul more than one hundred years ago. The territory, according to the firſt grant, extended about two leagues along the ſhore, and about one mile inland. The town and fort front the ſea; it has no harbour; the ſurf is very great, ſo that landing is always dangerous, and frequently impoſſible. The place is badly ſupplied with freſh water, owing to a ſalt-water river or pond at the back of the town, ſo that water is either brought from a diſtance or preſerved in ciſterns. The town conſiſts of three diviſions; that to the ſouth extends about four hundred yards in length from N. to S. and about one hundred yards in breadth; this was the principal part of the town; here all the Europeans reſided; the governor and the reſt of the Company's ſervants were all accommodated with elegant houſes. Here the Company had their ware-houſes; alſo an Engliſh and a Roman-Catholic church. This diviſion was ſurrounded by a rampart, having four baſtions; but this fortification was of very poor conſtruction, and there were no out-works to this diviſion, which was known by the name of Fort St George, and was called, by way of diſtinction, in India, the White Town. On the north of this, and contiguous, was another diviſion, much larger, and worſe fortified, in which were many good habitations belonging to the Armenian and the richeſt Indian merchants who reſided in the Company's territory: this was called the Black Town. The third diviſion was to the north of this laſt, and was a large ſuburb, where all the native inhabitants reſided. Beſides the town, the Company had ſome villages upon their territory inhabited by natives. The trade from England to the coaſt of Coromandel, together with that which is carried on by the merchants of various nations, from one part of India to another, has raiſed Madraſs to a degree of opulence inferior only to Goa and Batavia. On the Company's territory here, were at leaſt two hundred and fifty thouſand inhabitants, of which the greateſt part were natives of India of various caſts and religions: amongſt theſe were three or four thouſand Indian Chriſtians, who call themſelves Portugueſe, and pretend to be deſcended of that nation. In 1746 the Britiſh ſubjects in this ſettlement did not exceed three hundred and fifty men, of thoſe two hundred were ſoldiers who compoſed the garriſon, and neither they nor their officers had ever ſeen any ſervice; with ſuch it was not to be expected that the place could hold out for any time; for no reliance could be had on the black people, who conſidered themſelves as neutrals, and would retire on the approach of danger. It is dangerous for ſhips to be at anchor before Madraſs during the Northern monſoons; for in India, the year is divided into two ſeaſons. From the month of October to March, the winds blow from the north; and during the reſt of the year, from the ſouthern points of the compaſs. Theſe ſeaſons are called by the mariners monſoons: the change from one to the other is generally preceded by an interval of twenty days, in which calms, or light uncertain winds prevail. The ſetting in of the Northern monſoon generally falls out ſome time in the month of October, as that of the Southern does in the month of April. On the coaſt of Coromandel the Northern monſoon ſometimes ſets in with violent tempeſts or hurricanes; and if the monſoon ſets in with moderation, it is often productive of tempeſtuous weather at different intervals, until the middle of December, ſo that it is held dangerous for any veſſels to remain on the coaſt after the 15th of October, or to return to it ſooner than the end of December.

Note 45. A Liſt of his Majeſty's Fleet at the Leeward-Iſlands in 1746, before Vice-Admiral Townſend ſailed for North America.

Ships.	*Guns.*	*Commanders.*
Dorſetſhire,	80	Vice-Admiral Townſend. Capt. Edm. Toll.
* Princeſſa,	74	J. Cockburn.
* Ipſwich,	70	R. Maynard.

* Theſe two ſhips met with a violent gale of wind on their voyage to Louiſburg, were in great diſtreſs, and obliged to bear away for England.

Pembroke,

Ships.	*Guns.*	*Commanders.*
Pembroke,	60	Capt. T. Fincher.
Dreadnought,	60	T. Broderick.
Woolwich,	50	Joſeph Lingen.
Severn,	50	W. Liſle.
Argyle,	50	Fr. Holburne.
Sutherland,	50	Geo. Pocock.
Goſport,	44	Pat. O'Hara
Centaur,	20	Rd. Tyrrel,
Richmond,	20	W. Harman.
Bien Aimé	18	Richard Tarriſh.
Ludlow-Caſtle, hulk,		Thomas Bloſs.

Note 46. A Liſt of his Majeſty's Ships at Jamaica in 1746.

Ships.	*Guns.*	*Commanders.*
Cornwall,	80	Capt. Richard Chadwick.
Lenox,	70	Peter Lawrence.
Worceſter,	60	Thomas Andrews.
Plymouth,	60	Digby Dent.
Strafford,	60	Corn. Mitchell *.
Falmouth,	50	Hen. Dennis.
Enterprize,	44	Charles Holmes.
Milford,	44	Edward Rich.
Seahorſe,	24	J. Simcoe.
Biddeford,	24	C. Powlett.
Rippon's prize,	20	S. Graves.
Drake,	14	Ed. Clark.
Merlin,	10	D. Brodie.
Alderney, hulk,		Peter Toms.
Warwick,	60	R. Erſkine.

* On the death of Vice-Admiral Davers, the command devolved on Capt. Mitchell, until the arrival of Commodore Knowles in the Warwick from North America.

Liſt of the Fleet detached under the command of Commodore Mitchell.

Ships.	*Guns.*	*Commanders.*
Strafford,	60	Capt. Cornelius Mitchell.
Lenox,	64	Peter Lawrence.
Plymouth,	60	Digby Dent.
Worceſter,	60	Tho. Andrews.
Milford,	44	Edward Rich.
Drake,	14	Ed. Clark.

French Fleet under M. de Conflans in the Weſt Indies.

Ships.	*Guns.*	*Commanders.*
Terrible,	74	M. de Conflans.
Content,	64	
Arc en Ciel,	54	
Zephyr,	44	

Note 47. Liſt of the French Fleet in North America, under le Duc d'Anvilſe, in 1746.

	Ships.	*Guns.*	*Men.*	*Commanders.*
	Le Northumberland,	70	580	Duc d'Anville.
	Le Trident,	64	500	M. Tourmell, Vice-Admiral.
*	L' Ardent	64	500	M. du Perrier.
†	Le Mars,	64	500	M. de Colombe.
	Le Leopard,	64	500	M. de Sergue.
	L' Alcide,	64	500	M. de Crenay.
‡	Le Caſibon,	60	480	M. de Noailles.
	Le Tygre,	56	400	M. du Queſne.
‖	Le Mercurie,	56	400	M. de l'Allure.
	Le Diamont,	50	360	M. de Maſiac.
	Le Borée,	50	360	M. de Blenac.
	La Megare,	30	200	M. de Kyſan.
	L' Argonaute,	26	200	M. de Queſtain.
	Le Prince d'Orange,	26	200	M. de Fougert.
		756	5680	

Accidents which befel the above Fleet before they returned to France.

* Chaſed aſhore and deſtroyed by the Exeter near Quiberon.
† Taken by the Nottingham.
‡ Burnt at Chebuctu.
‖ Taken by the Namur.

Note 48. A Liſt of his Majeſty's Fleet at Louiſburg, under the command of Vice-Admiral Iſaac Townſend, in 1746.

Ships.	*Guns.*	*Commanders.*
Pembroke,	60	Vice-Adm. Townſend. Capt. T. Fincher.
Vigilant,	64	James Douglas.
Canterbury,	60	D. Hore.
Cheſter,	50	Ph. Durell.
Norwich,	50	Smith.
Hampſhire,	50	L. Daniel.
Fowey,	40	Pol. Taylor.

Ships.	*Guns.*	*Commanders.*
Kinſale,	40	Capt. R. Young.
Dover,	40	W. Shirley.
Torrington,	40	Richard Edwards.
Shirley,	20	J. Rous.
Albany,	14	S. Colby.

N. B. The crews of the above were about 3550 men.

Note 49. A Liſt of his Majeſty's Ships in the Mediterranean in 1746 and 1747, under the command of Vice-Admiral Medley, and Rear-Admiral Byng; with a Deſcription of the River Var, the Port of Antibes, the Iſlands of St Margarite and St Honorate, &c.

Ships.	*Guns.*	*Commanders.*
Ruſſell,	80	Vice-Adm. Henry Medley. Capt. M. Buckle.
Boyne,	80	Thomas Latham.
Norfolk,	80	Thomas Pye.
Princeſs Caroline,	80	John Lovett.
Bedford,	70	Hon. Geo. Townſhend
Burford,	70	Edmund Strange.
Eſſex,	70	Richard Hughes.
Naſſau,	70	Eſſex Holcomb.
Royal Oak,	70	James Hodſoll.
Revenge,	70	Hon. Geo. Murray.
Stirling Caſtle,	70	John Fawler.
Princeſſa,	74	Hon. A. J. Hervey.
Dunkirk,	60	James Young.
Jerſey,	60	C. Hardy.
Rupert,	60	Edmund Horne.
Superb,	60	Rear-Adm. Hon. J Byng. Capt. Thorpe Fowke.
Antelope,	50	J. Bowdler.
Chatham,	50	A. Smith.
Colcheſter,	50	L. O'Brien.
Dartmouth,	50	James Hamilton.
Guernſey,	50	S. Corniſh.
Leopard,	50	Lord Colvill.
Litchfield,	50	George Stepney.
Nonſuch,	50	Cotton Dent.
Diamond,	44	R. Robinſon.
Feverſham,	44	Arthur Gardiner.
Liverpool,	44	Geo Durell.
Roebuck,	44	J. Weller.
Loweſtoffe,	20	Charles Proby.
Phœnix,	20	Hugh Forbes.

Ships.	*Guns.*	*Commanders.*
Seaford,	20	Capt. J. Wilſon.
Spence,	8	J. Donkely.
Carcaſe,	6	J. Jermy.
Terrible,	6	William Martin.
Enterprize, } *barco*		William Cooper.
Guernſey's Prize, } *longos*,		Joſeph Veale.
Poſtillion, xebeque,		Matthew Barton.
Cruizer, ſettee,	12	John Wynne.
Conqueror, } fire-ſhips,		David Edwards.
Duke, } fire-ſhips,		R. Coleman.
Deptford, ſtore-ſhip,	24	Amb. Seccombe.
Prince Royal, hoſpital-ſhip,		Edward Barber.

Deſcription of the River Var.

The Var is a river of France, has its ſource in the county of Nice; it ſoon after enters Provence, paſſes by Guillaume, Entrevaux, and Broc; and falls into the Mediterranean ſea three miles weſt of Nice. It is a rapid ſtream, having high banks, but is too ſmall to admit of its being navigated.

A Deſcription of the Port of Antibes and St Margarite, &c.

Antibes is a frontier city of France, in the province of Provence, ſituated on the Mediterranean ſea, in Lat. 43. 35. N. Lon. 7. 13. E. nine miles weſt of Nice, and ten ſouth-eaſt of Grace. It has a good harbour and a conſiderable trade. The place is well fortified, and has a ſtrong citadel, famous for its height and difficulty of acceſs. Three leagues to the weſtward, lie the iſlands of St Margarite and St Honorat. The former makes part of the borough of Cannes, and has three forts, viz. Fortine, Arragon, and Royal; the laſt is ſituated on a rock cloſe to the ſea, and is very ſtrong. The iſland is about a league in circumſerence, and is only a quarter of a league diſtant from the iſland of St Honorat, where is a large tower, which might contain four hundred people, and ſaid to be cannon-proof.

CANNES.

Cannes is a ſmall ſea-port town of Provence, ſituated on the Mediterranean; is fortified with a caſtle; and lies nine miles weſt of Antibes.

Note 50. Liſt of the General and Staff-Officers, and Land and Sea Forces, on the Expedition to Port l'Orient in 1746, with a Deſcription of the place.

Commander in Chief, Lieutenant-General Hon. James St Clair.

Brigadier Generals, Richard Offarrell.
William Graham.
Edward Richbell.

Quarter-Maſter-General, Colonel James Abercrombie.

Deputy Quarter-Maſter-General, Lieut.-Colonel Henry Erſkine.

Chief Engineer, Director-General, and Commander of the Artillery, Thomas Armſtrong.

Engineers, Capt. John Armſtrong.
—— Juſtly Watſon.

Regiments, 1ſt, or Royal, 1ſt Battalion.
15th, Harriſon's.
28th, Bragg's.
30th, Frampton's.
39th, Richbell's.
42d, Lord John Murray's.

200 men of the Royal Regiment of Artillery, under the command of Captain John Chalmers.

A Liſt of the Fleet under Admiral Leſtock, on the Expedition to Port l'Orient.

Ships.	*Guns.*	*Commanders.*
Princeſſa,	74	Richard Leſtock, Admiral of the Blue. Capt. John Cockburn.
Edinburgh,	70	Thomas Cotes, Commodore. Capt. James Peers.
Devonſhire,	66	J. Pritchard.
Exeter,	60	Thomas Leke.
Superb,	60	Thorpe Fowke.
Tilbury,	60	Robert Harland.
York,	60	Tim. Nucilla.
Ruby,	50	Joſ. Knight.
Haſtings,	44	Hon. Archibald Stuart.
Pool,	44	Ormond Thompſon.
Sapphire,	44	Samuel Maſterſon.
Fly,	8	Patrick Baird.
Taviſtock,	10	Geo. Mackenzie.
Morton, bomb,	6	Charles Upton.
Vulcan, fire-ſhips,	6	William Pettigrew.
Scipio, fire-ſhips,	6	Warren Belitha.

Deſcription

Deſcription of Port L'Orient, &c.

For the better underſtanding of this place, it is neceſſary to obſerve, that l'Orient is ſituated on the river Blavet or Hennebon, in the province of Britanny, about two miles higher up the river than Port Louis. Port Louis is ſituated at the mouth of the river, and was ceded to France by the treaty of Vervins, in 1598, and Louis XIII. rebuilt it, and fortified it with a citadel, and gave it the name it now bears. His ſucceſſor paid great attention to it, and greatly enlarged and ſtrengthened its fortifications. It lies in Lat. 47. deg. 43 min. N. and Lon. 3 deg. 18 min. W. Its port is defended from the violence of the Weſtern Ocean by ſeveral rocky iſlands, which are alſo fortified. Here is a great trade, and a royal dock-yard, where ſeveral ſhips of war have been built. This place may be conſidered as a citadel or outwork to the harbour of l'Orient, as no ſhips can go up to that place, but what muſt paſs cloſe to the town of Port Louis. On the point of land where the ſmall river Scroff falls into the Blavet the town l'Orient is ſituated. It is a new erection ſince 1720, and is a very conſiderable place, owing to its being granted to the French Eaſt-India Company. Here they have dock-yards for building their ſhips, with magazines and arſenals neceſſary for fitting them out, together with ſtorehouſes for receiving the cargoes brought from India, as well as for containing the merchandize they mean to export. The place is built in the moſt regular manner, and well fortified. Its works would require a ſtrong garriſon to defend them properly.

Note 51. A Liſt of his Majeſty's Ships under the command of Rear-Admiral Griffin, in the Eaſt Indies, in 1747.

Ships.	*Guns.*	*Commanders.*
Princeſs Mary,	60	Rear-Adm. Griffin. Capt. J. Amherſt.
Medway,	60	H. Roſewell.
Exeter,	60	Harry Powlett.
York,	60	Tim. Nucella.
Wincheſter,	50	Lord Thomas Bertie.
Harwich,	50	Ph. Carteret.
Preſton,	50	William Holmes.
Eltham,	40	Richard Tiddeman.
Pearl,	40	William Boys.
Medway's Prize,	40	T. Griffin.
Lively,	20	Nathaniel Stevens.

Note 52. Liſt of the Fleet under Rear-Admiral Knowles, at Jamaica, in 1747.

Ships.	*Guns.*	*Commanders.*	*Ships.*	*Guns.*	*Commanders.*
Plymouth,	60	Capt. Dig. Dent.	Canterbury,	60	Capt D Brodie.
Cornwall,	80	Pol. Taylor.	Milford,	44	Ed. Clarke,
Lenox,	70	P. Lawrence.	Enterprize,	44	Cha. Holmes.
Elizabeth,	70	Ja. Renton.	Biddeford,	20	Cha. Powlett.
Worceſter,	60	T. Andrews.	Merlin,	14	

Note 53. Liſt of the Fleet at the Leeward Iſlands, under Commodore Legge, in 1747.

Ships.	*Guns.*	*Commanders.*
Captain,	70	Hon. Edw. Legge, Commodore. Capt. Hugh Palliſer.
Dreadnought,	60	Thomas Broderick.
Sunderland,	60	J. Brett.
Dragon,	60	T. Frankland.
Sutherland,	50	George Pocock *.
Goſport,	44	Patrick O'Hara.
Mary galley,	44	Robert Swanton.
Ludlow Caſtle,	44	Hugh Pigot.
Centaur,	20	Richard Tyrrell.
Rye,	20	Charles Wray.
Richmond,	20	James Sayer.
Saxon,	14	
Porcupine,	16	Hon. Aug. Hervey.

* On the death of Commodore Legge, the command devolved on Captain (now Sir George) Pocock.

Note 54. A Liſt of the Fleet under Vice-Admiral Anſon and Rear-Admiral Warren, May 1747.

Ships.	*Guns.*	*Commanders.*
Prince George,	90	George Anſon, Vice-Admiral of the Blue. Capt. John Bentley.
Devonſhire,	66	Peter Warren, Rear-Admiral of the White. Capt. Temple Weſt.
Namur,	74	Hon. Ed. Boſcawen.
Monmouth,	64	Henry Harriſon.
Prince Frederick,	64	Harry Norris,
Yarmouth,	64	Piercy Brett.

Ships.	*Guns.*	*Commanders.*
Princeſs Louiſa,	60	Capt. Charles Watſon.
Nottingham,	60	Philip Saumarez.
Defiance,	60	Thomas Grenville.
Pembroke,	60	Thomas Fincher.
Windſor,	60	Thomas Hanway.
Centurion,	50	Peter Denis.
Falkland,	50	Blom. Barradell.
Briſtol,	50	Hon. William Montagu.
Ambuſcade,	40	John Montagu.
Falcon, ſloop,	10	Richard Gwynne.
Vulcan, fire-ſhip,		Ja. Pettigrew.

Note 55. A Liſt of the Fleet under the command of Commodore Fox, 1747.

Ships.	*Guns.*	*Commanders.*
Kent,	74	Thomas Fox.
Hampton Court,	64	Savage Moſtyn.
Eagle,	60	Geo. Bridges Rodney.
Lyon,	60	Arthur Scott.
Cheſter,	50	Philip Durell.
Hector,	44	T. Stanhope.
Pluto, Dolphin, } fire-ſhips,		

Note 56. A Liſt of the Fleet under the command of Rear-Admiral Hawke, 1747.

Ships.	*Guns.*	*Commanders.*
Devonſhire,	66	Rear-Admiral Edward Hawke. Capt. John Moore.
Kent,	64	Thomas Fox.
Edinburgh,	70	Tho. Cotes.
Yarmouth,	64	Charles Saunders.
Monmouth,	64	Henry Harriſon.
Princeſs Louiſa,	60	Charles Watſon.
Windſor,	60	Thomas Hanway.
Lyon,	60	Arthur Scott.
Tilbury,	60	Robert Harland.
Nottingham,	60	Philip Saumarez.
Defiance,	60	John Bentley.
Eagle,	60	George Bridges Rodney.
Glouceſter,	50	Philip Durell.
Portland,	50	Charles Stevens.

Note 57. A Liſt of the Fleet under the command of Rear-Admiral Boſcawen, in the Eaſt Indies, in 1748; together with, Deſcriptions of the Iſlands of Mauritius, Bourbon, Diego Rays, and the City of Pondicherry.

A Liſt of the Fleet under the command of Rear-Admiral Boſcawen, in the Eaſt Indies, in 1748.

Ships.	*Guns.*	*Commanders.*
* Namur,	74	Hon. Ed. Boſcawen, Rear-Admiral of the Blue. Capt. S. Marſhall
* Vigilant,	64	William Liſle.
Exeter,	60	Harry Powlett.
York,	60	Tim. Nucella.
* Deptford,	60	T. Lake.
* Pembroke,	60	T. Fincher.
* Ruby	50	Joſ. Knight,
* Cheſter,	50	Richard Spry.
Harwich,	50	Ph. Carteret.
Preſton,	50	William Adams.
Lively,	20	N. Stevens.
* Deal Caſtle,	24	J. Lloyd.
* Swallow,	16	J. Rowzier.
* Baſiliſk, bomb,	8	William Preſton.
* Apollo, hoſpital-ſhip,	20	Robert Wilſon.

The ſhips marked thus *, came from England along with Admiral Boſcawen.

Deſcription of the Iſland of Mauritius.

The Portugueſe, in their firſt navigations to India, diſcovered theſe three iſlands. They are ſituated about four hundred miles to the eaſtward of the iſland of Madagaſcar, between the 19th and 20th degree of S. latitude. The firſt of theſe we ſhall mention is the moſt important, lies between the other two, and was called by the firſt diſcoverers Cerne, probably from a ſuppoſition that it was the Cerne of the ancients. The Dutch were the firſt who ſettled in it, and made it a ſtation for their ſhips coming from India to obtain refreſhment at. They called it Mauritius; but they abandoning it, the French took poſſeſſion of it in 1712, and named it the Iſle de France. This name has obtained among themſelves, but the Europeans in general continue to call it Mauritius. It lies in Lat. 20. 15. S. Lon. 6. 15. E. The Portugueſe found on theſe iſlands neither men, nor any four-footed animals, excepting land tortoiſes, but great quantities of birds, ſuch as parroquets, doves, and ſea-fowls; and the ſea abounds with a variety of fiſh, and great numbers of turtle.

The inconveniences ariſing from the want of a port at the Iſland of Bourbon induced the French to take poſſeſſion of this iſland, it having two very good harbours, which the French have ſpared no expence to fortify. That on the north-weſt is called Port-Louis; that on the ſouth-eaſt ſide of the iſland is called Port Bourbon. The trade-wind from the ſouth-eaſt in theſe latitudes, blows all the year round, excepting for a few days at the ſummer ſolſtice, when it is interrupted by hard gales and hurricanes from the north. The eaſe with which this wind enables ſhips to enter the port of Bourbon, cauſed the French, when they firſt took poſſeſſion of this ſpot, to eſteem it the beſt port in the iſland: but experience pointing out to them, that the ſame wind often rendered the paſſage out of the harbour ſo difficult, that a ſhip was ſometimes obliged to wait a conſiderable time before the weather admitted of her putting to ſea, this harbour is in a great meaſure abandoned, and the principal town and ſeat of government is now fixed at Port Louis, which is nearly in the middle of the north ſide of the iſland, and its entrance is through a channel formed by two ſhoals, which advance about two miles into the ſea. When a ſhip arrives oppoſite to this channel, the ſouth-eaſt wind hinders her from entering the port under ſail, and ſhe muſt either warp in with cables, or be towed in with boats. The neceſſity of this operation, joined to the extreme narrowneſs of the channel, which does not admit of two ſhips abreaſt of each other entering at the ſame time, is one of the beſt defences the harbour has againſt an attack by ſea; for, from theſe obſtacles, an enemy would find it a matter of the greateſt difficulty to force the port; and, in addition to this natural ſtrength, they have built two forts, and as many batteries, which are mounted with heavy cannon, and entirely command the approach to the harbour, ſhould ſhips preſume to force an entry under ſail. This port is capable of containing one hundred ſail of ſhips, and is well provided with every requiſite for repairing, and even building of ſhips. This port has proved of the greateſt advantage to France in the ſeveral wars which have been carried on between Great Britain and her; and has proved of great utility to the French Eaſt-India Company's commerce; for here their ſhips and crews were ſure to meet with all neceſſary refreſhment after a long voyage. The port of Bourbon is alſo fortified; and an army landed here would find it an extreme difficult taſk to paſs the mountains to the different parts of the iſland. There are ſeveral places between the north-eaſt extremity and Port Louis where boats may land; but all theſe are defended by batteries; and the country behind them is a continued thicket: The reſt of the coaſt is inacceſſible. In the north-eaſtern quarter is a plain extending about ten miles from eaſt to weſt, and in ſome places five miles inland from the northern coaſt. All the reſt of the iſland is full of high and ſteep mountains, lying ſo near to one another, and the intervals between them ſo narrow, that, inſtead of vallies, they rather reſemble the beds of torrents; and theſe are choaked with huge fragments of rocks which have fallen from the ſteep ſides of the impending mountains. On the ſummits of the mountains ice is frequently to be found, and they are covered with foreſts of ebony and other large trees. The ground they ſhade produces herbage, ſhrubs, and plants of various ſorts, from the common graſs to the ſtrongeſt thorn, and that in ſuch profuſion, that they form a thicket ſo cloſely interwoven, that no progreſs can be made, but by means of a hatchet. Notwithſtanding theſe difficulties, plantations have been formed on theſe mountains, and very conſiderable progreſs has been made in the plains; but the productions, although moſtly of the ſame kind, are not only in leſs quantity, but of an inferior quality to thoſe produced at Bourbon iſland. Here no coffee is raiſed; but by the indefatigable induſtry of M. de la Bourdonnais, ſugar, indigo, pepper, and cotton, (which are not at Bourbon), are cultivated here with ſucceſs. Since the departure of that moſt excellent governor, the plantations have been neglected, and are fallen off: but if a proper ſpirit of activity was raiſed among the inhabitants, they might ſoon be made to reſume their flouriſhing appearance. Trial is now making here to cultivate the real cinnamon, from plants obtained at the iſland of Ceylon. The ſucceſs of this experiment is much doubted; and, if the plants do not periſh, it is probable they will ſoon degenerate, from the great difference of the ſoil and climate. Mines of iron have been diſcovered in the mountains near the great plain in the north-eaſt part of the iſland; and theſe mountains affording in great abundance the neceſſary fuel, forges have been erected: but the iron produced is of a very inferior quality, it being brittle, and only fit for making cannon-balls and bomb-ſhells. Black cattle, ſheep, and goats are preſerved with difficulty: the firſt generally die before they have been a year in the iſland, and this occaſions frequent importations of them from Madagaſcar and other parts. Common domeſtic poultry breed in great plenty: theſe, with fiſh and turtle, furniſh a great part of the food of the European inhabitants. Theſe have not increaſed much by marriage, by far the greateſt part being natives of France. The unfortunate Caffre ſlaves are ſubject to great mortalities from the ſmall-pox and other epidemical diſtempers.

The approach to the iſland is extremely dangerous, it being ſurrounded with ledges of rocks, and many of them covered by the ſea. The ſhore abounds with coral, madrepores, a kind of ſea-cane, and ſhells. This iſland is ſaid to contain ſixty rivers: ſome are conſiderable ſtreams, and moſt of them have their ſources from lakes, of which there are ſeveral in the middle part of the iſland. Theſe rivers afford plenty of various kinds of fiſh, particularly lubies and eels. The latter are of an enormous ſize, ſome having been found that were ſix feet long, and ſix inches in circumference, and ſo extremely voracious, that it is dangerous to bathe in thoſe parts of the river where they lie, as they will ſeize a man without fear, and have ſtrength ſufficient to keep him under water till he is drowned. Here is a great variety of birds, and bats as large as a young kitten: the inhabitants eſteem them a delicate morſel. The air is both hot and moiſt. The place abounds with inſects, which are very troubleſome; but there are no ſerpents. It has been diſcovered, that off Port Louis the ſouth-eaſt wind generally blows with leaſt ſtrength about ſun-riſe; and it alſo happens, on four or five days, at intervals, in the courſe of a month, that early in the morning the wind ceaſes in the northern part of the iſland for an hour or two, when a breeze riſes, although but faintly, from the north-weſt; during which, a ſhip, ſtationed at the entrance of the channel to avail herſelf of this breeze, may enter the harbour and attack the forts.

BOURBON ISLAND.

Bourbon Iſland, which is the largeſt and weſtermoſt, was diſcovered by the Portugueſe, and called Maſcarenhas, being the perſon's name who diſcovered it. It lies in the Indian Ocean, in S. Lat. 22 2. E. Lon. 54. 10. forty leagues to the weſtward of Mauritius, and three hundred miles eaſt of Madagaſcar. The French Eaſt India Company took poſſeſſion of this iſland in 1680, and called it Bourbon, and have kept it ever ſince. It is nearly circular, being about ſixty miles in length from N. to S. and forty-five in breadth from E. to W. It is flat near the ſea-coaſt, but in the middle is full of mountains, interſperſed with vallies; and many rivers iſſue from thoſe mountains, which water the iſland plentifully. The northern part of the iſland is the only part capable of cultivation, the ſouthern part being wholly barren, and is called the burnt land, from a volcano in the neighbourhood, whoſe lava has covered all this part of the iſland; this volcano burns ſlowly, and without noiſe. The iſland produces ſome valuable wood, particularly ebony of a great ſize. The mountains are very high, and ice is frequently found on their tops; the vallies are very narrow. The north part of the iſland, which is the only part inhabited, is divided into three diſtricts, St Denis, St Paul, and St Suſan; here the inhabitants have their houſes; farming and grubbing the land, is their chief employment; it is made to produce corn, rice, millet, and all manner of roots. The mould of the flat country is but two feet deep, for you then meet with the rock; and for this reaſon, the inhabitants are obliged to lay it up every three years. But this mould, which is remarkable, is deeper on the hills, and thoſe who can afford to grub it there, find a great benefit. The only foreign trade the inhabitants have, is ſending a large ſhip every year to Pondicherry, and the ſupplying the French Eaſt India ſhips with all manner of proviſions. The air is eſteemed wholeſome, and proviſions of all ſorts are in greater plenty here than at Mauritius. The number of white and negro inhabitants may be about four thouſand in all, of which one thouſand is capable of bearing arms. Here is kept a garriſon, a governor, regiſter, and a magazine-keeper for the Company: theſe reſide at St Denis, the principal town, where there is a fort. However ſuperior in ſome reſpects this iſland may be to Mauritius, it is greatly inferior in having no harbour, and only two roads, that of St Denis and St Paul. Here ſhips may ride at moſt times pretty ſafely; but in the hurricane ſeaſon, they have no ſhelter, and muſt either put to ſea, or be daſhed againſt the ſhore. The hurricanes are extremely violent, but ſeldom blow except between December and the end of April, and then generally about the full or new moon. In this interval, therefore, the ſhips never approach the iſland within leſs than four or five days of theſe phaſes; a precaution which, though it is ſometimes ſucceſsful, is not infallible. This iſland, beſides producing a great number of European fruits, likewiſe produces a number of thoſe found in India, ſuch as the mango, china orange, and peach, which come to great perfection; but the principal object of the agriculture of the inhabitants, and which has rendered the iſland of great importance in their commerce, is the cultivation of the coffee-tree, of which they brought the plants from Beit-ul-Fakih in Arabia; and theſe have thriven ſo well that the iſland now produces two thouſand tons of coffee yearly. The cultivation of this tree, as well as moſt other ſervices of toil, are performed by Caffre ſlaves brought from Africa or the iſland of Madagaſcar; notwithſtanding they have horſes which might be trained to moſt of the work required; it is true, the horſes are ſmall, but they are remarkable for their hardineſs. They have alſo raiſed ſome black cattle, and great quantities of goats, ſheep, hogs, and poultry, but not ſo as to make them a great article of commerce, by ſupplying proviſion for their ſhipping. This neglect perhaps ariſes from the facility and cheapneſs with which they can bring cattle and other proviſions from the weſtern ſide of the iſland of Madagaſcar.

The Iſland of Diego Rays or Roderique.

The iſland of Diego Rays, or Roderique, lies about one hundred miles eaſt of Mauritius, and is about twenty-ſeven miles long. It is full of rocks, which harbour great numbers of land tortoiſes of a very large ſize, which are eſteemed excellent food. The French uſed to ſend a ſerjeant's command from the other iſlands, who are employed in catching theſe animals for the uſe of the inhabitants of the iſlands of Mauritius and Bourbon; and this is the only uſe which is made of this iſland. The ſouth-eaſt trade wind obliges all ſhips bound to theſe iſlands to approach them from the eaſt The paſſage from Diego Rays to Mauritius is performed in two days, and from Mauritius to Bourbon in one; but it requires near a month to go from Bourbon either to Mauritius or Diego Rays. From April to October the voyage from Mauritius to the coaſt of Coromandel is eaſily performed in a month. Theſe iſlands being out of the track of common intelligence, a large armament ſent in detail from Europe, may rendezvous at Port Louis in Mauritius, and from thence proceed to India, before any intelligence could be received there either of its ſtrength or deſtination; hence it is evident, that in caſe of a war with France, Mauritius ought to be the firſt place attacked, in order to render our poſſeſſions in India more ſecure, and its fail would probably bring after it that of the iſland of Bourbon.

A Deſcription of the City of Pondicherry.

Pondicherry is the chief ſettlement the French have in India: to this all their other ſettlements are ſubordinate. It is ſituated on the eaſtern ſide of the peninſula of Indoſtan, on the coaſt of Coromandel, in Lat. 11. 42. N. Lon. 79. 58. E. ſixty miles ſouth of fort St George or Madraſs. Here the French Eaſt India Company's ſeat of government is fixed, and the Preſident and Council of their Eaſt India Company, their Captain-General, and all the courts and officers appertaining to them. Theſe are lodged in houſes that reſemble palaces; the Company's magazines and ware-houſes are alſo very elegant ſtructures. The city is built in the moſt regular manner, about ſeventy yards from the ſea. Its extent within the walls is little more than a mile from north to ſouth, and about eleven hundred yards from eaſt to weſt. It is fortified on three ſides to the land, with a wall and rampart, flanked by eleven baſtions, and two half baſtions at the north and ſouth extremities neareſt the ſea: theſe works are ſurrounded by a ditch, and an imperfect glacis is thrown up in many places before it. The ſide of the city next the ſea is defended by many low batteries, capable of mounting one hundred pieces of cannon, and within the town was built a citadel, but too ſmall to make a long defence. The greateſt part of the ground lying round the town is incloſed, at the diſtance of a mile from the walls, by a hedge of large aloes and other thorny plants, peculiar to this country, intermixed with great numbers of cocoa-nut and palm-trees, which altogether forms a fence impenetrable to cavalry, and of very difficult paſſage to infantry. This incloſure begins at the north cloſe to the ſea-ſhore, and continues five miles and a half, deſcribing a large ſegment of a ſemicircle, until it joins the river of Ariancopang to the ſouth, at about a mile and a half from the ſea-ſhore, and in this part the courſe of the river ſerved to complete the line of defence. There are five roads leading from the city into the adjacent country, and at each of the openings in the hedge is built a redoubt, mounted with cannon. It is probable, that the hedge, at the ſame time that it was intended to be a defence againſt ſudden incurſions, marked the limits of the territory granted by the Prince of the country to the French, when they eſtabliſhed themſelves at Pondicherry in 1674, and hence it obtained the name of the bound hedge. There is no harbour at Pondicherry, but a very good road. Large ſhips cannot come within a mile of the town, on account of the ſhallowneſs of the water; and the traffic to and from this place is embarked and landed in boats of a conſtruction peculiar to this coaſt, calculated to withſtand the violence of the ſurf, with which this coaſt is always aſſailed. Their trade here is very great, and conſiſts in cotton-cloths, ſilks, pepper, ſaltpetre, &c. The French general, Lally, having deſtroyed the town and ſettlement of St David's after he became maſter of it, in retaliation Colonel Coote ſerved Pondicherry in like manner in 1761. This the Abbé Raynal laments in ſtrong terms. In deſcribing the town he ſays, This town, which roſe from ſuch ſmall beginnings, in time became a great, powerful, and famous city. The ſtreets, which are all ſtraight, and moſt of them broad, were lined with two rows of trees which kept them cool even in the heat of the day. The moſt remarkable public edifices are a moſque, two pagodas, two churches, and the governor's houſe, which is reckoned to be the moſt magnificent building in the eaſt. They had erected a ſmall citadel in the year 1704, but it is of no uſe, ſince they have been allowed to build houſes all around it. To ſupply the loſs of this defence, three ſides of the town had been fortified with a rampart, a ditch, baſtions, and a glacis, which was unfiniſhed in ſome places. The road was defended by batteries judiciouſly placed.

The town, which was full a league in circumference, contained 70,000 inhabitants, of which 4000 were Europeans, Miſtees, or Topaſſes. There were at moſt 10,000 Mahommedans, the reſt were Indians, 15,000 of which were Chriſtians, and the others of ſeventeen or eighteen different caſts or tribes. Three villages dependent on the town, might contain 10,000 ſouls.

Note 58. Liſt of the Fleet at the Attack of Port Louis in the Iſland of Hiſpaniola, with a Deſcription of that place.

Liſt of the Fleet at the attack of Port Louis, March 8. 1748.

Ships.	*Guns.*	*Men.*	*Commanders.*
Cornwall,	80	600	Charles Knowles, Rear-Adm. of the Blue. Capt. Chadwick.
Plymouth,	60	400	Digby Dent.
Elizabeth,	70	480	Pol. Taylor.
Canterbury,	60	400	David Brodie.
Strafford,	60	400	James Renton.
Warwick,	60	400	Thomas Innes.
Worceſter,	60	400	Thomas Andrews.
Oxford,	50	300	Edmund Toll.
Weaſel, } ſloops,			
Merlin, }			

A Deſcription of Port Louis, in the Iſland of Hiſpaniola.

Hiſpaniola is one of the greater Antilles, and next in ſize to the iſland of Cuba. It was diſcovered by Columbus in 1492. The natives called it Hayti or Bohio, but he changed it to Hiſpaniola; although it is now more commonly known by the name of St Domingo, from a city ſo called, and which is the capital of the Iſland. It is ſeparated only by a narrow channel, from the iſland of Port Rico; is near four hundred miles long from eaſt to weſt, and one hundred and twenty in breadth from north to ſouth; lies in N. Lat. from 37. to 20. and W. Lon. from 67. 35. to 74. 15. It produces all the tropical fruits in great abundance; raiſes great quantities of ſugar, indigo, cotton, cocoa, ginger, coffee, tobacco, &c. When the Spaniards took poſſeſſion of this iſland, it had near 3,000,000 of inhabitants: theſe they butchered in cold blood in the courſe of a few years. Now there are computed to be 30,000 whites, and 100,000 people of colour on the iſland. Hiſpaniola is divided pretty nearly between the French and Spaniards, the former poſſeſſing the weſtern, and the latter the eaſtern half of the iſland. It contains many excellent ſea-ports; and has a great trade. On the ſouth ſide of the iſland, and near its weſtern extremity, lies Port Louis: it is ſituated about three or four leagues from the Iſle de Vache: it is built on a ſmall iſland forming a harbour about three quarters of a mile diſtant from Hiſpaniola, where the veſſels lie in deep water, and well ſheltered. It affords great ſecurity to a number of privateers, who commit great depredations on the Britiſh trade. The iſland being deſtitute of freſh water, the town and garriſon are obliged to be ſupplied at a great expence from the iſland of Hiſpaniola. Here is a ſtrong fort mounting ſome very heavy cannon and mortars. The town is ſmall, and but little trade carried on here. A few years ago, viz. in 1737, it was almoſt deſtroyed by a hurricane, but from its utility in time of war, was completely repaired when Rear-Admiral Knowles appeared before it.

Articles of Capitulation on which Port Louis ſurrendered.

I. That the Governor ſurrender inſtantly the fort up to the Admiral, and no military officer or ſoldier in it ſerve againſt his Britannic Majeſty or his allies for one year and one day from the date hereof.

II. That the garriſon march out with their arms, colours flying, and drums beating, (but no cannon or mortars, or any ammunition whatſoever).

III. That all the officers ſhall be allowed to carry away ſuch baggage as upon honour is their own, but ſubject to be inſpected if demanded: and that all negroes and mulattoes that are abſolutely their ſervants or property, the Admiral will compliment them with; but all other negroes and malattoes that are in the fort, ſhall be delivered up as right of capture, together with the fort, and all the cannon, munitions, and appurtenances thereunto belonging.

IV. Upon theſe conditions the Admiral agrees, that this evening the garriſon may march out as before mentioned; at the ſame time, the keys of the caſtle ſhall be delivered up to the officer whom he ſends to take poſſeſſion, and the troops of his Britannic Majeſty ſhall march in as the others march out.

V. That for what lenity the Admiral is diſpoſed to ſhew the town and inhabitants, the conditions ſhall be ſettled between Gov. Chateaunoyé and him to-morrow.

Dated on board his Britannic Majeſty's ſhip Canterbury, in Port Louis, this 8th day of March 1747-8.

Note 59. Liſt of the Fleet under Rear-Admiral Knowles, and the Spaniſh Fleet under Admiral Reggio, in the Weſt Indies, in 1748.

Fleet under Rear-Admiral Knowles, when he fought Admiral Reggio, October 1. 1748.

Ships.	*Guns.*	*Men.*	*Commanders.*
Cornwall,	80	600	Charles Knowles, Rear-Adm. Capt. Pol. Taylor.
Lenox, 70 guns, but only 56 mounted,	56	400	Charles Holmes.
Tilbury,	60	400	Charles Powlett.
Strafford,	60	400	David Brodie.
Warwick,	60	400	Thomas Innes.
Canterbury,	60	400	Ed. Clarke.
Oxford,	50	300	Edmund Toll.
	426	2900	

Spaniſh Squadron.

Ships.	*Guns.*	*Men.*	*Commanders.*
Africa,	74	710	Don Andre Reggio, Vice-Ad.
Invincible,	74	700	Rear-Ad. Spinola.
Conqueſtadore,	64	610	Don de St Juſto.
Dragon,	64	610	De la Pas.
New Spain,	64	610	Barrella.
Royal Family,	64	610	Forreſtal.
Galga,	36	300	Garrecocha.
	440	4150	

Note 60. Liſt of the Fleet under the command of Admiral Hawke, in 1748.

Ships.	*Guns.*	*Commanders.*
Kent,	70	Sir Edward Hawke, K. B. Rear-Adm. of the White. Capt. Francis Holburne.
Culloden,	74	Francis Geary.
Nottingham,	60	R. Harland.
Auguſta,	60	Hugh Bonfoy.
Anſon,	60	Hon. A. Keppel.
Centurion,	60	P. Denis.
Portland,	50	Charles Stevens.
Taviſtock,	50	Juſtinian Nutt.
Glouceſter,	50	Philip Durell.

Note 61. Liſt of the Ships diſpatched under the command of Commodore Cotes, to join the Squadron under the command of Rear-Admiral Hawke; and of the Spaniſh Fleet which he met.

Ships.	*Guns.*	*Commanders.*
Edinburgh,	70	Capt. T. Cotes.
Eagle,	60	Geo. B Rodney.
Princeſs Louiſa,	60	Charles Watſon.
Windſor,	60	T. Hanway.
Inverneſs,	24	Geo. Mackenzie.

A Liſt of the Spaniſh Ships which Captain Cotes fell in with.

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
El Sobiero,	74	El Oriente,	64	El Roſario,	60
El Leon,	74	El Brillante,	64	El Xavier,	54
El Colorodo,	74	La Paſtora,	64	La Galgo,	54

Note 62. Liſt of the French Fleet at the concluſion of the War in 1748.

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
Tonnant,	80	Achille,	74	Bourbon,	56
Margravine,	80	Centaur,	74	Mars,	56
Intrepide,	74	Northumberland, Brit.	70	Heureux,	56
Eſperance,	74	Lys,	70	Tigre,	56
Duc d'Orleans,	74	Solide,	64	Arc-in-Ceil,	56
St Eſprit,	74	Leopold,	64	Neptune,	54
Ferme,	74	Content,	64	Carillon,	54
Superbe,	74	Toulouſe,	60	Brillant,	50
Juſte,	74	St Louis,	60	Lacrime,	50
Dauphine,	74	Conſtante,	60	Triton,	50
				Aquillon,	50

FRIGATES.

Ships.	*Guns.*	*Ships.*	*Guns.*	*Ships.*	*Guns.*
Argonaut,	46	Attalante,	30	Flore,	20
Angleſey, Brit.	44	Volage,	26		
Zephire,	30	Venus,	26		

Note 63. A Liſt of the Britiſh Ships of War, taken, deſtroyed, or loſt, during the War, from 1739 to 1749.

Years.	*Ships.*	*Guns.*	
1740.	Wolf,	14	loſt.
1741.	Wager,	20	loſt in the South Sea.
	Otter,	14	loſt.
	Tryal,	8	ſunk in the South Sea.
1742.	Tilbury,	60	burnt in the Weſt Indies by accident.
	Glouceſter,	50	ſunk in the South Sea.
	Tyger,	50	wrecked in the Weſt Indies.
	Drake,	14	loſt.
	Grampus,	14	
	Saltaſh,	14	
	Duke,	12	burnt at St Tropes.
1743.	Loo,	40	loſt in America.
	Rye,	20	loſt.
	Aſtrea, ſtore-ſhip,	18	burnt by accident at Piſcatawa.
1744.	Victory,	100	loſt in the Britiſh Channel.
	Northumberland,	70	taken by three French ſhips of war.
	Orford,	70	wrecked in the Gulph of Mexico.
	Weymouth,	60	ditto, at the Leeward iſlands.
	Colcheſter,	50	wrecked on the coaſt of England.
	St Alban's,	50	wrecked in the great ſtorm at Jamaica.
	Greenwich,	50	
	Solebay,	20	taken by the French, *retaken.*
	Seaford,	20	taken by the French.
	Swallow.	16	loſt.
	Grampus,	16	
	Bonetta,	14	wrecked at Jamaica.
	Lark, hulk,		
	Mercury, fire-ſhip,	8	loſt.
	Thunder, bomb-ketch,	8	
	Hornet,	14	taken by the French, *retaken.*
1745.	Angleſey,	44	taken by the French.
	Fox,	20	loſt near Dunbar.
	Lyme,	20	foundered coming from the Weſt Indies.
	Mercury,	14	taken.
	Mediator,	10	ſunk.
	Wolf,	14	taken, *retaken.*
	Fame,	14	foundered.
	Sapphire's Prize,	14	loſt.
	Blaſt, bomb-ketch,	8	taken by the French.

Years.	*Ships.*	*Guns.*	
	Hazard,	12	taken by the Rebels, *retaken.*
1746.	Severn,	50	taken by the French, *retaken.*
	Louiſburg, fire-ſhip,	8	ditto.
	Saltaſh,	14	loſt.
	Lightning, bomb-ketch,	8	ditto.
1747.	Maidſtone,	40	wrecked on the coaſt of France.
	Fowey,	20	ditto, in the Gulf of Florida,
1749.	Namur,	74	wrecked in the Eaſt Indies.
	Pembroke,	60	
	Apollo, hoſpital-ſhip,	18	

Note 64. A Liſt of the Spaniſh Ships of War, taken, deſtroyed, or loſt, from 1739 to 1749.

Years.	*Ships.*	*Guns.*		
1739.	Aſtrea,	18	taken at Porto-Bello.	
	Triumph,	18		
	Princeſſa,	70	taken by the Kent, Lenox, and Orford,	
1741.	Guipuſcoa,	74	loſt off Santa Martha.	Theſe were part of Adm. Pizarro's ſquadron.
	Hermione,	54	ſuppoſed to have foundered.	
	St Eſtevan,	44	broke up in the river Plata.	
		20	a Patache, ditto at St Catharine's.	
	Gallicia,	70	taken	at the ſiege of Carthagena.
	San Carlos,	70	burnt or ſunk	
	Africa,	70		
	Conqueſtadore,	70		
	St Philip,	70		
	Dragon,	64		
		24	taken by the Worceſter.	

Seven galleons burnt or ſunk at Carthagena.

1742.	Fuerte,	60	wrecked on the Cayos iſlands, endeavouring to make priſoners the crew of the Tyger, a Britiſh ſhip of war loſt there.
	St Iſidore,	70	burnt in Ajaccio bay, in the iſland of Corſica, by the Ipſwich.
	N. S. de Cabadongo,	60	the Acapulco ſhip taken by the Centurion.
	Invincible,	70	burnt at the Havanna.

Five royal gallies burnt at St Tropes, by Captain Callis of the Duke fire-ſhip.

Years.	*Ships.*	*Guns.*	*By whom taken.*
1743.	Poder,	60	taken by the Berwick, in the Mediterranean.
1744.	Conde de Chincan,	24	ditto, Weſt Indies, by the Rippon.
1746.	Fort de Nantz,	32	taken.
1747.	Glorioſa,	70	taken by the Ruſſell
1748.	Conqneſtadore,	64	taken } by Admiral Knowles in the Weſt Indies.
	Africa,	70	burnt

Note 65. A Liſt of the French Ships of War, taken, deſtroyed, or loſt, from 1744 to 1749.

Years.	*Ships.*	*Guns.*	
1744.	Medée,	26	taken by the Dreadnought and Grampus ſloop.
	Elephant,	24	ditto, Cheſter and Sunderland.
1745.	Fleuron,	70	burnt by accident at Breſt.
	Mars,	64	taken by the Nottingham.
	Medway's Prize,	40	taken by Com. Barnet in the Eaſt Indies.
	Panther,	26	ditto, Admiral Martin's Squadron.
1745.	Vigilant,	64	taken by Com. Warren, off Louiſburg.
1746.	Cauſibon,	60	burnt at Chebucta in Nova Scotia by accident.
	Parfait,	54	ditto, ditto, by accident, ditto.
	Subtil,	26	taken by the Portland.
	Flora,	24	ditto, Greyhound privateer.
	Ardent,	64	drove aſhore near Quiberon bay by the Exeter.
	Mercury,	54	taken by the Namur.
	Auguſta,	50	ditto, Portland.
	Ferme,	50	ditto, Pembroke.
	La Fine,	30	wrecked in the harbour of Montroſe.
	Ambuſcade,	40	taken by the Defiance.
1747.	Invincible,	74	taken by Admirals Anſon and Warren, May 1747.
	Serieux,	66	
	Diamond,	56	
	Rubis,	52	
	Jaſon,	52	
	Gloire,	44	
	Monarch,	74	taken by Admiral Hawke, in October 1747.
	Terrible,	74	
	Neptune,	70	
	Trident,	64	
	Fougeux,	64	
	Severn,	50	
	Etoile,	46	burnt by Admiral Warren's Squadron.
	Renommée,	32	taken by the Dover.
	Caſtor,	26	ditto, Hampſhire.
1748.	Magnanime,	74	ditto, Nottingham and Portland.

Note 66. A ſhort Deſcription of the Places mentioned in Lord Anſon's Voyage round the World.

1. Manilla, ſee Note 185. Vol 3.

2. Maderia is an iſland in the Atlantic Ocean, ſubject to the Portugueſe, is ſituated in a fine climate, Lat. 32. 27. N. Lon. from London from 18. to 19. min. W. It is one continued hill, extending from E. to W.; the S. declivity is covered with vineyards, intermixed with merchants country-ſeats. The ſoil is very fertile, and the wine produced here in great quantities is highly eſteemed, and keeps beſt in the hotteſt climates. Fonchal, the capital town, lies on the S. ſide of the iſland, at the bottom of a large bay, which is the only place where boats can land. It is defended towards the ſea by a high wall, with a battery of cannon, and by a caſtle on the Loo, which is a rock in the water, at a ſmall diſtance from the ſhore.

3. St Catharine's, is an iſland belonging to the Portugueſe, lying in S. Lat. 27. 35. W. Lon. 49. 45. is nine leagues long, and only two over at the broadeſt place. The land is of a conſiderable height. Although obſcured under the continent of Brazil, it is eaſily diſtinguiſhed by the many ſmall iſles lying at each end, and ſcattered along the E. ſide of it. The ſoil is luxuriant, producing fruits ſpontaneouſly, and vegetables of all climates; other proviſions are leſs excellent of their kinds. The air is damp and unhealthful.

4. St Julian, a harbour of S. America, on the coaſt of Patagonia, where the ſhips uſually touch that are bound for the South Seas.

5. Cape Horn, at the extremity of Terra del Fuego; ſituated in 55. 58. S. Lat. and 67. 26. W. Lon.

6. The iſland Noſtra Senora de Socoro, lies in about 77. deg. W. Lon. and 45. deg. S. Lat.; it is a ſmall uninhabited iſland; but ſo well ſituated for ſhips entering the South Seas, that Commodore Anſon ordered his Captains to rendezvous here.

7. Baldivia, a ſea-port town of the province of Chili in South America. Lon. 73. 20. W. Lat. 32. 38. S. It was built by the Spaniſh general Baldivia, about the year 1551, after he had conquered Chili; it ſtands between the rivers Callacalles and Portero, where they fall into the South Sea.

8. Chiloe, an iſland of America, on the coaſt of Chili, in the South Sea, about 150 miles long, and 21 broad. The principal town is Caſtro, built by the Spaniards in 1600, and is now the only place poſſeſſed by them; it is ſituated near the centre of the iſland, in Lon. 75. 5. W. 42. deg. 20. min. S. Lat. There are a great number of ſmall iſlands about Chiloe, which all take their names from it.

9. St Jago, a handſome and conſiderable town of S. America, capital of Chili, Lon. 71. 5. W. Lat. 34. 10. S. has a biſhop's ſee and royal audience. It is ſeated in a large beautiful plain, abounding in all the neceſſaries of life, at the foot of the Cordillera-de-los-Andes, on the river Mapocho, which runs acroſs it from E. to W.

10. Valparaiſo, a town of South America in Chili, Lon. 72. 14. W.

Lat. 33. 3. S. has a well frequented harbour, defended by a ſtrong fort. It is ſeated in a valley on the coaſt of the South Sea, and at the foot of a high mountain.

11. Juan Fernandes, is ſituated about 48. deg. W. Lon. 34. 45. S. Lat. a ſmall iſland uninhabited, lying 330 miles from the continent of Chili, is healthful and pleaſant, the valleys are fruitful and capable of great improvement. Alexander Selkirk, a Scotſman, lived here four years and four months alone, till he was taken up by an Engliſh privateer in 1709.

12. Calloa, a ſea-port town of South America in Peru, Lon. 76. 53. W. Lat. 12. 2. S. It has a large harbour, and a good trade. The governor is ſent from Spain, and changed every five years. It is five miles from the city of Lima: it was almoſt totally deſtroyed by an earthquake in the year 1746.

13. Paita, a ſea-port town of South America, in Peru, and in the the audience of Quito, Lon. 81. 19. W. Lat. 5. 12 S. has an excellent harbour. It has frequently been plundered by the Buccaneers.

14. Panama, a rich and handſome city of South America, Lon. 80. 15 W. Lat. 8. 48. N. capital of an audience of the ſame name, with a biſhop's ſee, whoſe biſhop is primate of Terra Firma. It is ſurrounded with a ſtone-wall, and other fortifications; and the public buildings are very handſome.

All the merchandize of Chili and Peru is brought here, particularly the gold and ſilver, and all the commodities brought from Europe. The ſhips unload at a ſmall iſland three miles from this place, the water being too ſhallow to admit of their coming nearer. It is the ſeat of a governor, and ſtands on a bay of the ſame name.

15. Acapulco, a city in New Spain, on a bay of the South Sea. Lon. 102. 20. W. Lat. 1[illegible]. 2[illegible] N Its harbour is ſuperior to any on the coaſt, being ſo ſpacious, that ſeveral hundred ſhips may ride in it. They ſend every year a rich ſhip to Manilla, one of the Philippine iſlands; and another returns annually from thence to the ſame port, laden with the beſt commodities of the Eaſt Indies.

This city has high mountains on the eaſt ſide, is very hot, unhealthy, and deſtitute of freſh water. From the end of November to the end of May, they have no rain. Except at the time of the mart, while the Manilla ſhip is in the port, the town has but few inhabitants.

16. Macao, a town of China, in the province of Canton, ſeated in an iſland at the mouth of the river Tae. Lon. 113. 51. E. Lat. 22. 13. N. The Portugueſe have been very long in poſſeſſion of the harbour. Formerly they had a great trade here: but now the Chineſe prevail, and they are ſo jealous of the Portugueſe government, that they will ſupply them but with one day's proviſions at a time. They have here a Portugueſe governor, as well as a Chineſe mandarine, to take care of the town and the neighbouring country. The houſes are built in the ſame manner as in Europe.

17. Canton, a large, populous, wealthy city, and ſea-port town of the province of Quantong in China. Lon. 113. 7. E. Lat 23. 8. N. It is ſeated on the banks of one of the fineſt rivers in the empire, deep enough for veſſels to come up to this place, where all the curioſities of China are brought. It conſiſts of three towns, divided by a very high wall, and is about as large as Paris.

The ſtreets are long and ſtrait, the houſes only a ground floor built with earth, and covered with tiles. There are alſo bazars or covered market-places, full of ſhops. At the end of every ſtreet is a barrier, which is ſhut every evening, as well as the gates of the city.

The river is covered with barks, which have apartments in them for families, where many reſide.

18. Spiritu Sancto, a head-land or cape in the iſland of Samar, one of the Philippine iſlands, and is remarkable for being the firſt land made by the annual galleon, on her voyage from Acapulco to Manilla.—See Note 185. of the Appendix.

END OF VOLUME FIRST.